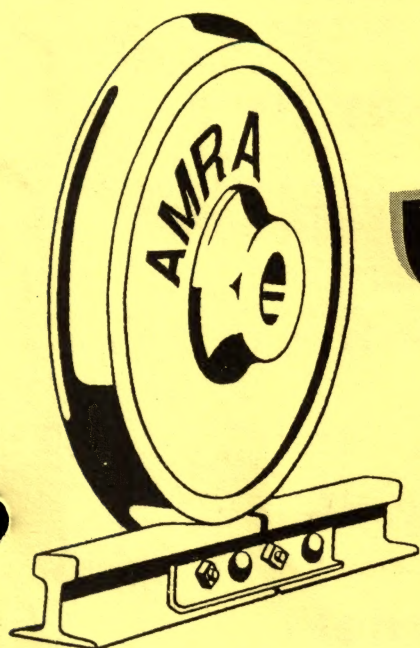


● Australian Model Railway Association

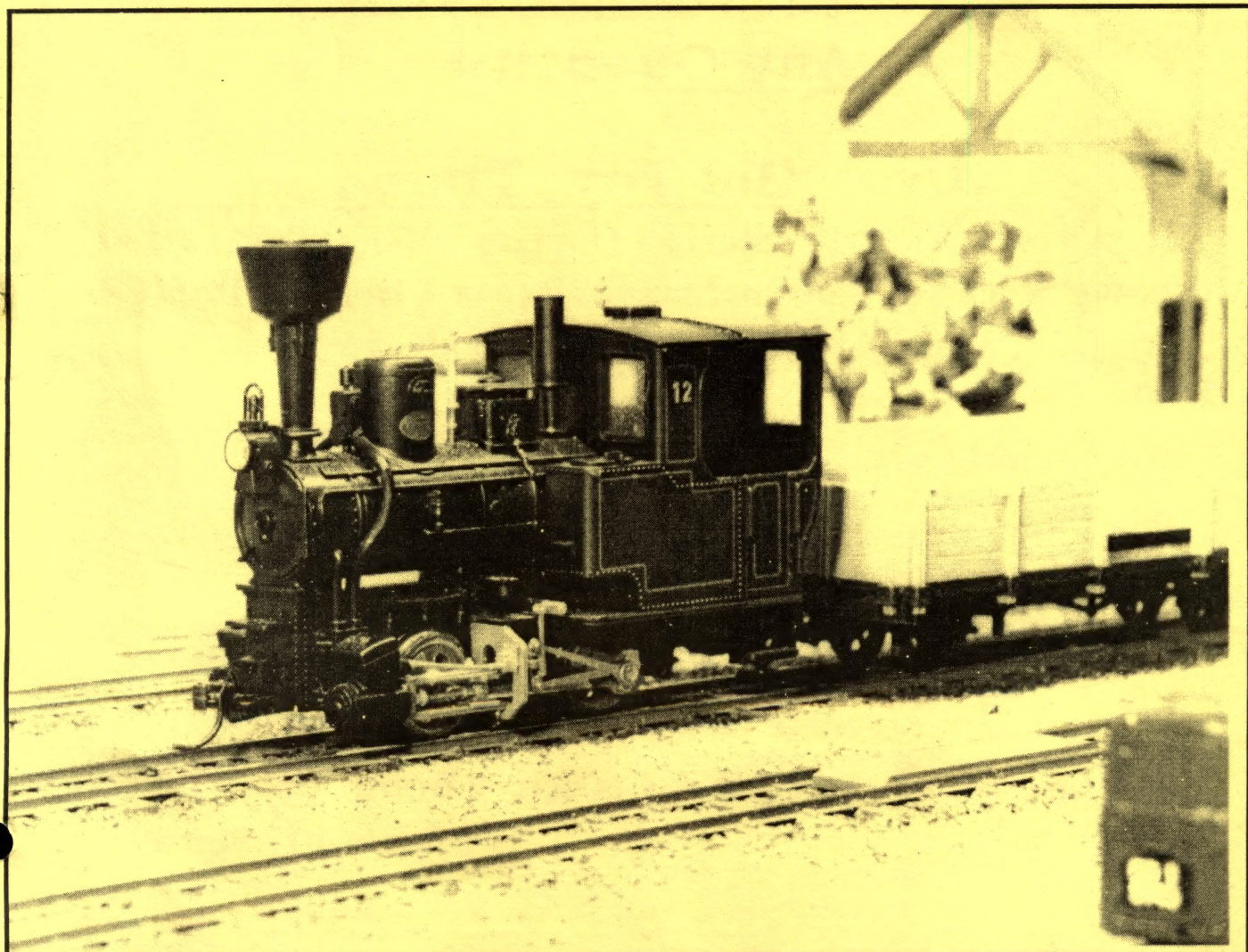


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Volume 45 Number 232



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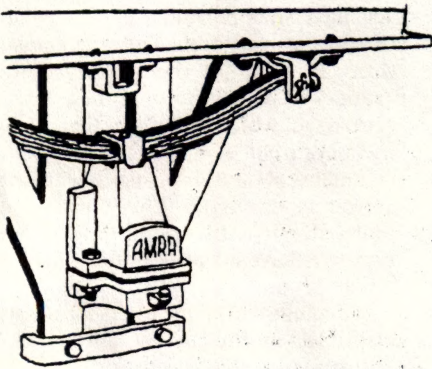
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JOURNAL BOX...

Editorial

Over the Queensland Labour Day holiday weekend, it was the writer's privilege to attend the Brisbane Miniature Train Exhibition, mounted annually by Queensland Branch at the RNA Showgrounds. You may recall that for more than a week previously, the Queensland Capital had experienced unusually heavy rain and that, over the actual holiday weekend, long standing rainfall records were shattered. Consider the plight of exhibitors who found steady streams of water cascading from roof openings onto their allotted areas or, worse, onto layouts already erected!

The Royal National Association made a third hall available so that the Exhibition was, eventually, somewhat sparsely spread over three large halls rather than the two originally hired. In spite of such trivialities as control panels receiving the discharge of waterfalls, the Exhibition opened on time, with all but two layouts operating; those two had trains running later on the Saturday morning! (Elsewhere in this issue are photos of some of the layouts of particular interest. That does not mean that others were not impressive).

Behind all the trauma of the effort to ensure the Exhibition was up and running on time, what was the outstanding impression upon this visitor from "way down south"? I had expected to find some good layouts; I had not anticipated that all of them would be of such high standard. I had expected the ready welcome extended by the "banana benders" - after all, one always finds friendly faces in Queensland. But, overall, I shall never forget the goodwill with which I observed exhibitors going about their tasks of overcoming the problems posed by the atrocious weather, the comradie between all the members and their willingness to assist each other. It is not appropriate to comment here specifically on aspects of the Exhibition other than to say it was excellent throughout.

Much has been written elsewhere about the falling numbers of devotees of our hobby and the reasons for this phenomenon. Be that as it may, the success of the Brisbane Miniature Train Exhibition goes a long way to show that the pursuit of excellence by members of our fraternity is being maintained and that the hobby of Model Railways is alive and well.

Neil R Riches ☐

Contents

Secretary's Desk	76
Notes from the Registrar	77
Brisbane Miniature Train Show 1996	78
Vale - Doug Kelly	81
Australia - Impressions by a Pommie Modeller	82
Steam	83
More Power to the General	84
New 5 inch Gauge Track in Brisbane	85
Computerised Decals	87
Get a Buzz from your Hobby	88
Inexpensive Scenery Tip	89
It Occurs to Me	89
State News	
New South Wales	90
Victoria	94
Queensland	95
Western Australia	96

On the Cover

No, not another Queensland cane tram loco! Loco No 12, an Austrian narrow

gauge loco is shunting the yard at Hermagor Station on "Die Oberdrautalbahn", a layout exhibited by Jihn Gilmour and Graeme Nitz.

Photo Geoff Brown

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Editorial Deadlines

The deadlines for the next issue (September-October 1996) will be 19th August for hand written articles, 24th August for neatly typed articles and State News and articles on floppy disk (IBM format either 3½ or 5¼) and 15th September for addresses and envelopes. Collating and posting is expected on 23rd September.

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Secretary's Desk

To quote a past secretary of the Association -

"Hey You - read this"

Yes - yet another proposed change to the constitution.

With the last one I was inundated with letters (if you can call four letters inundated - anyway it's many more letters than I've ever had about anything else) complaining about the constant modifications to the constitution and the rush in which the change was put to the members, without giving the members any chance to debate the for and against in Journal. Hence the full page description in a previous Journal of how we propose to resolve the matters brought up at that time.

Yes, it's too late for much discussion of the latest proposal, which I am sure will have some members extremely annoyed, both because this proposed change is very soon after the last one in comparison with the usual spread and because of the rush with which it is being put to a vote. At this point I wish to point out that it is NOT the Federal Committee which decides on when these proposals are put to the membership. They are decided by the members themselves (you and your fellow members) who take advantage of the various clauses of the

constitution which give you a real say in the way that the Association is run.

I repeat, it is not the Federal Committee that decides when a proposed change to the Constitution is to be put to the members but rather clause 21b of the constitution itself, which currently allows any ten members to put a proposed change to the Federal Committee with the requirement that it be put to a vote of the membership. Yes, this is one of the clauses which is proposed to be changed to alter the number of members required from ten to forty - along with other changes (maybe that would reduce the number of proposed changes).

The Federal Committee wishes to point out yet again that there is no requirement in the Constitution for either a yes or no case to be put to the members in Journal. The "Reason for Proposed Amendment" on the voting slip itself is intended to be purely a comment to explain the Federal Committee's interpretation of the explanation the submitting members have given as to what the amendment is intended to achieve. The submitting members are welcome to put their case in Journal should they so desire and since copies of the proposed change have been sent in advance to all Branch Committees, any branch which

wishes to comment on the proposal will also have an opportunity to do so. Due to the time constraints which the Constitution places upon the timing of these changes (particularly so if these changes get passed, which will mean that all votes will have to be as rushed as this one) any comments about this proposal will have to appear in this issue. This unfortunately limits effective discussion to those members who have advance notice of the proposal.

I apologise to all members for the small print used on the current voting slip, but unfortunately that was the only way that I could get the whole thing onto a single A4 sheet (and remember last time it fitted comfortably onto an A5). The more involved nature of this proposal, as compared to the last one, has required us to go to a larger sheet and smaller print.

To help make things clearer as to what is being changed, since the new clauses are complete rewrites of the old and express the same information in a different order, I have highlighted the additional information on the voting slip by putting it in italics.

This is the first constitutional change to be put to the membership in accordance with the new version of clause 4c of the constitution, which was adopted earlier this year. To comply with this clause we have had the voting slips printed on four different colours of paper (one for each branch). The vote will require a two thirds

Information and Directory of Office Holders - AMRA

Federal Committee

Federal President	Brian Tyson	22 Tobruk Avenue Carlingford NSW PO Box 150 North Strathfield NSW 2137	02 872 3512
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New South Wales Committee

President	Alan Tonks	3/144 Morts Rd, Mortdale NSW 2223	02 580 7691
Secretary	David Bennett	200 President Ave, Miranda NSW 2228	02 524 3655
Treasurer	Jack Parker	34 Strickland St, Bass Hill NSW 2197	02 724 5348
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The Secretary	PO Box 194 Rockdale NSW 2216	
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Treasurer	Stuart Westerman	10 Gardenia Crescent Cheltenham Vic 3192	03 9583 8655
Clubroom address and telephone:		92 Wills Street Glen Iris Vic	03 9885 7034

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Secretary	Bob Mawson	633 Webster Road Chermside Qld 4034	07 3359 1031
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Western Australian Committee

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Vice President	Geoff Bell	1/331 Preston Point Road Attadale WA 6156	09 330 7846
Secretary	Barry Bryant	139 Seventh Road Armadale WA 6112	09 399 1116
Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
Clubroom address and telephone:		24 Moojebing Street Bayswater WA	09 377 3456

(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

majority of the votes received on each of the four different colours (meaning a two thirds majority of votes received by each branch) for this amendment to pass. Should any one branch fail to achieve a two thirds majority then the amendment is null and void. No, I'm not going to tell you which state has which colour paper (you can tell which colour your state has when you look at your voting slip - but as for the other states ...).

Each valid voting slip has been stamped and initialled by myself on the back of the form, to assist the returning officer in identifying valid votes. Hopefully this will satisfy those members who complained that the last voting slip was too easy to replicate. (Also, the copies of the voting slip sent in advance to the various branches were printed on white paper and stamped in several places COPY ONLY and not stamped on the back like the genuine voting slips are).

Once more, the Federal Committee apologises for yet another constitutional change proposal with yet again extremely short notice but that's the way things are. Until someone proposes a constitutional change to restrict the number of proposed changes (but who decides which should be put and which shouldn't?) and/or to specify a much longer period of time over which a particular change should be put to the membership (so as to allow more discussion - which I am sure would annoy certain members even more) we are stuck with quick and frequent proposals like this.

Please don't blame me! I suppose that all of the members who wish to complain won't have read this column anyway so I guess I'll still receive lots of complaints. Anyway, for those of you who have bothered to read this, I guess that you can write to me if you have any constructive comments or even complaints - the Constitution gives you that right and the Federal Committee is even required to act upon all suggestions and complaints received.

Don't forget, if you want to vote (either for or against the proposal) please mark the appropriate box on the voting slip and post it to the address shown on the voting slip before the date shown. If you send your vote to either Norm or myself, there is no guarantee we will be able to pass it along

by 1st September when voting closes.

In the meantime, don't forget to send your renewal notice (with membership number clearly marked) to Norm along with the appropriate payment. With the exception of Life and Honorary Life Members (who don't need to renew anyway) all members should have their membership number shown on their current membership card. Specifying the membership numbers of all family members who are renewing will assist Norm in determining who you are (some members have the same name and if one has moved, it is not always obvious which one) and which members of your family are renewing (some families renew different family members each year). If there are any new family members please clearly indicate this also, so that Norm can allocate new membership numbers to them rather than getting everything confused by reissuing a family membership number to a different family member.

For the Life and Honorary Life Members who in most cases didn't receive a new membership card last year when we started printing the membership numbers on the cards - you should have recently received - or will soon receive - a new membership card nicely printed with your name and membership number. If any Life or Honorary Life Member has not yet received theirs and does not receive it soon, can they please let me know.

Finally, yet again it is time to nominate members for the Federal Committee for next year. I sure do hope I receive more nominations than I did last year when only two of the current members of the current committee were re-nominated and we had to ask the rest of the committee to volunteer to stay on. I can't remember how long it's been since we last received enough nominations to require a vote; it certainly was before 1983 when I first joined.

Anyway, please try to get it right - constitutional voting slips to the address shown on the voting slip, renewals to Norm (address shown on the renewal slip or in the front of Journal - see Federal Registrar), and nominations to me (address shown on nomination form or in the front of Journal - see Federal Secretary).

Stephen J Chapman ☐

Notes from the Registrar

THE TIME HAS COME FOR THE REGISTRAR TO DISCUSS SEVERAL ITEMS CONCERNING RENEWAL OF MEMBERSHIP.

Firstly you should find a Renewal Form and Nomination Form enclosed in this issue of JOURNAL. I am surprised at the number who claim they do not. One member last year said he only received the nomination form! But not to worry if there is not one; our Fees have not changed: \$15-00 for Seniors, \$10-00 for Student and \$2-00 per Family Member. My address will be found in JOURNAL in the Directory of Office Bearers.

Also for the umpteenth time, please, apart from removing the nomination section, do not mutilate the form in any way. They are filed alphabetically in state order and are referred to frequently. The ones that are really butchered I rewrite; then someone's ears should burn.

I can assure you this job consumes many hours and co-operation is appreciated.

At present we have 27 members listed as Students, but there will be quite a few included in the 192 Family Members so I am thinking of splitting the Family category into Spouse and Student, to get a better idea of how many of the younger ones have an interest in model railways, at least up till the time Final Year exams come into the picture or another type of model takes over.

I notice that the NMRA are rather concerned that the number of younger members is falling due to so many other things to take their interest, Internet seems to be the flavour of the month.

When one reads some of the predictions of the future, when our lives will all be computer controlled, one hopes by then the glitches which happen now will all be eliminated. Just how those folk who do not know which buttons to push will get the basic needs of life - well nothing's been said about that.

Norm Read

MEK Supply

Handy sources of MEK for plastic modelling are shoe repairers, such as those in booths in shopping malls and some shoe stores. The solvent is commonly marketed by companies such as Tuxan for use in removing the colouring from leather goods, prior to recolouring them. It is generally labelled "Preparer" (Tuxan) or similar, and comes in reasonably stable, narrow-necked bottles of about 50 ml which are ideal for hobby use. Check the label to confirm that the solvent is MEK, and observe the recommended precautions (ventilation, skin contact etc) when using it.

A McKenna ☐

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Brisbane Miniature Train Show 1996

As reported by Bob Mawson and Nev Mann.
Photos by Neil Riches.

It was all wet! The weather, that is! In spite of this, it is fantastic to report that, so far as is known, every allocated stand was occupied by its intended exhibitor group or individual. Some displays had to be resited from their initial positions due to roof leakage, etc. A few specific items, including a 5" gauge Beyer Garratt, and their exhibitors could not make it, due to road/bridge closures and/or other weather-related conditions.

In all, there were 70 exhibits this year against 62 in 1995.

At the canteen, Kerry Hayes kept her usual watchful eye on proceedings, making sure all tasks were fully staffed at the proper time and place.

Thanks go to ALL exhibitors, AMRA members and other workers, whether specifically mentioned herein or otherwise.

Trade stands were of the usual high standard.

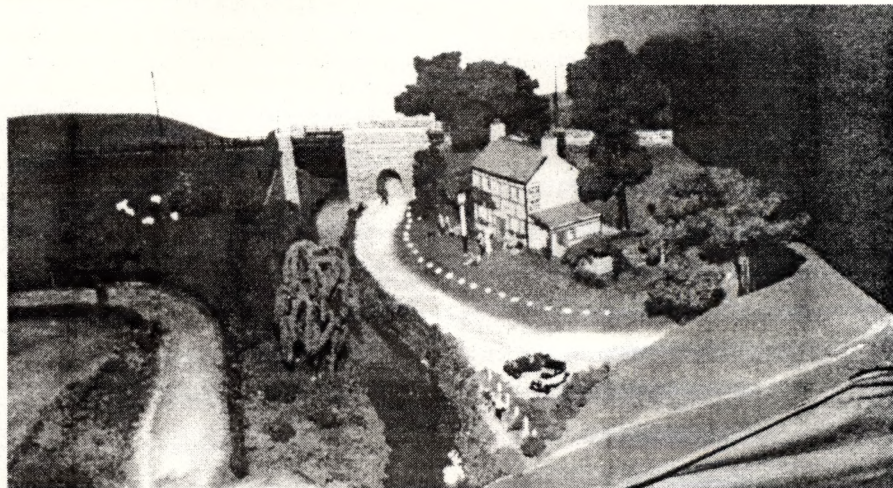
Australian (and New Zealand) modelling was very prominent, with many new QR outline HOn3½ and Sn3½ items available from manufacturers and/or distributors.

One "different" display was watercolour painting. Janet Skinner's renditions of steam locos and railway stations, signal cabins, etc were available for sale as prints and cards. The current painting, of ANGRMS' "Durundur" 2'0" ex 3'6" gauge Station, took form, shape and colour as the Show progressed. I was sufficiently impressed that I bought several cards of my local Railway Station to send as Christmas cards to friends overseas.

Although the show had the usual number of retailers and societies, I would like to spend my time reporting on the layouts seen at the show. The standards of the layouts are improving year by year - 1996 is no exception. Voted the Best Australian layout by our judges was Rodney James' "WINGHAM". I can say very little about Rod's layout, as it's all been said before - prototypical operation, incredible scenery, the layout captures the true nature of the North Coast of NSW, in that transition

Two art forms depicting the same scene - Lyncombe Vale, an OO layout by John and Lyn Pavitt.

This is the Riverside Inn, stream, period vehicles as modelled from the painting on the wall of the fiddle yard.



period from steam to diesel. Runner-up in the Best Australian category was "WARRULL", operated by John Harman. Although utilising HO track, Warrull depicts QR, and is a faithful re-creation of just about any QR line prior to electrification.

Best Non-Australian layout award went to the Union Pacific Model Railroad Club's "BROWNS PLAINS". This is a delightful switching layout, utilising a card-operating system. There was plenty of operation on the layout, and club members were out the front, explaining what was going on. Runner-up was John Pavitt's "LYNCOMBE VALE". This railway depicts the northern tip of the Somerset and Dorset Railway near Bath, in England. To describe the layout doesn't really do it justice, but seeing is believing, wonderful scenery and plenty of action.

Alan Collingwood's "DIE BAHN" was voted the most popular by the general public. "Die Bahn", as the name implies, is a

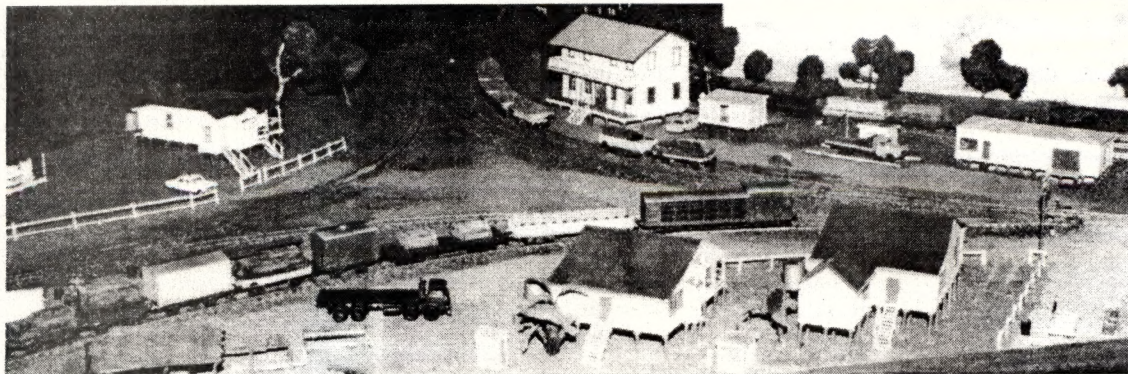
European style layout, very large with lots of operation. At one stage, I counted six trains operating at the same time. Alan brings the layout to the show in one piece on a trailer, a vehicle almost as impressive as the layout!

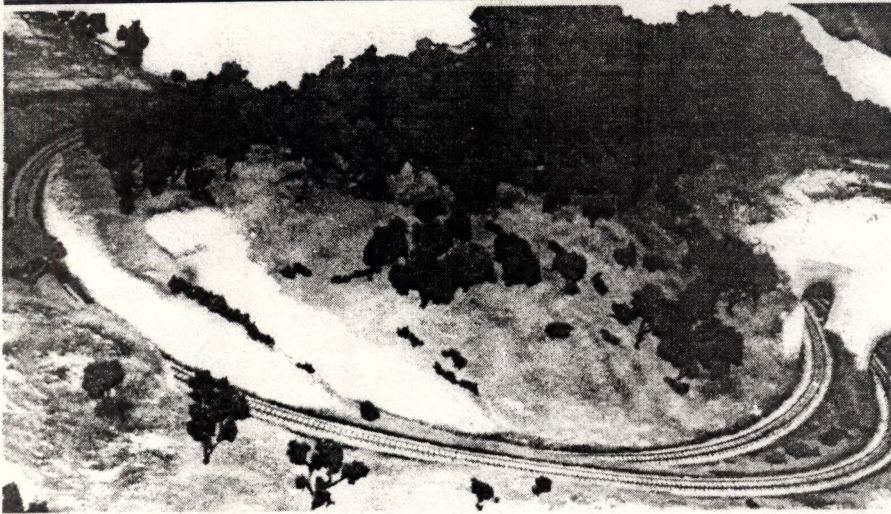
Now onto other layouts presented at the show. "DUTTON PARK", built by Phil Hadley and Ron Fox, features Sn3½ equipment. This layout, with large crowds around it most of the time, created a lot of interest. Ron has built a superb model of an Australian Standard Garratt which, unlike the prototype, ran without fault. Next, we visit Chris and George Hadley's "RIO JUNCTION". This G scale layout depicts an early American frontier town. "LAIDLEY" built by Paul Blake is another QR display representing Laidley in the Lockyer Valley just west of Brisbane. Set in the early 60's, all the buildings and features represent the town as closely as possible on the layout; very popular with QR

modellers.

Sugar cane railway enthusiast Tom Badger presented the "COUNTY OF CARLISLE TRAM-

"Laidley" a QR Sn3½ display by Paul Blake. An exquisite and accurate model of a Queensland town.





WAY". Built as a freelance sugar cane railway, running through the canefields of Queensland, the Tramway loco shells, rollingstock & farm machinery are all scratchbuilt. Continuing the cane theme was "PLATYPUS CREEK MILL", built by Michael Bertrucci and friends, of the AMRA Narrow Gauge Group. Built in 7mm scale, on 16.5mm track, it's a wonderful little layout, with superb buildings and backdrops. Next, listed as "WORKSHOP", Phil Paige demonstrated detailing, painting and weathering of models while Ted Coleman specialised in assembling and fine-tuning.

Three N scale layouts comprised the Darling Downs display, grouped as one exhibit. Complete with "miniature" Thomas the Tank Engine ride, "CARNIVAL TIME", a small town with visiting carnival, and the mining-orientated 2ft x 4ft "JORDAN VALLEY RR", were complemented by "BRADSTON BELTLINE". Served by a small rural line, a logging and timber production area in the western US was depicted.

"TIMBA" is our next stop. Displayed by the 009 Society, this freelance narrow gauge system features various models of locos and rollingstock likely to be found on the narrow gauge systems of Victoria and Queensland. In a sentence, a wonderful little display.

The Brisbane N Scale Group presented "SAN JOAQUIN VALLEY", a train watcher's delight. Plenty of trains and action, it featured "Lenz" digital control for ease of prototypical operation of seventeen car passenger and hundred car freight trains. Hauled by four GP7's, one particular train of one hundred and seventeen reefers caught my eye.

Peter "Smile-at-the-people" Ford and his merry band, the "MACKAY PROJECT GROUP" came down from (where else but?) Mackay. Featuring a combination of US and Australian models together, you may think "YUK", but I assure you the layout and its operation looked good! There was always someone out the front, talking to the people and, across the control panel in large letters are the words, "SMILE AT THE PEOPLE". A good philosophy - and a good nickname for Peter.

"CAINTODE FLATS", by Gary Pysden, Stewart White and Dennis

Campbell, was a very popular and impressive QR model, featuring both mainline and branch running.

AMRA Qld Branch Member Les Downey's "AVONDALE", built in S scale, features a small New Zealand country town and port. A marvellous job of intricate detail, it recreates New Zealand Government Railways scenes typical of the 1960's.

"MIVA", by Dave Batch and Darryl Cross, is an old favourite here in Brisbane. With lots of operation and variety of QR trains, two stations on the Kingaroy branch are depicted.

"DENVERWOOD", owned and displayed by Noel Lavel is impressive - US HO scale. Santa Fe provides most of the motive power, with up to seven locomotives hauling freight trains across Denverwood.

Richard Van Dyk this year presented "BRIGHTON STATION". OO scale, featuring "straight-out-of-the-box" equipment, Brighton was popular, especially with younger visitors to the show.

The Model Railway Group display "FINDEN", an English country branchline, featured push-pull passenger trains and the occasional goods. Of added interest was the Funicular Railway, based on the Alpine Railway that once ran up to the Cloudland Ballroom here in Brisbane.

"WALLABY GORGE" is owned and operated by Peter Kelly, and has been developed with children in mind (from 1 year old to 101 years old). The layout features a Dinosaur Park, characters from the Star Wars trilogy, a train wreck and a large bridge. When several onlookers started to laugh at the layout, Peter

"Wallingford" in OO by Ken Lee.

Superb scratch built buildings in a faithful representation of GWR countryside.

"Rathole Division of the Norfolk Southern" in N scale.

A helix on a return loop does not need to be hidden.

was heard to say, "Please don't laugh - this is a serious railway!!" I think Wallaby Gorge was enjoyed by everyone who saw it.

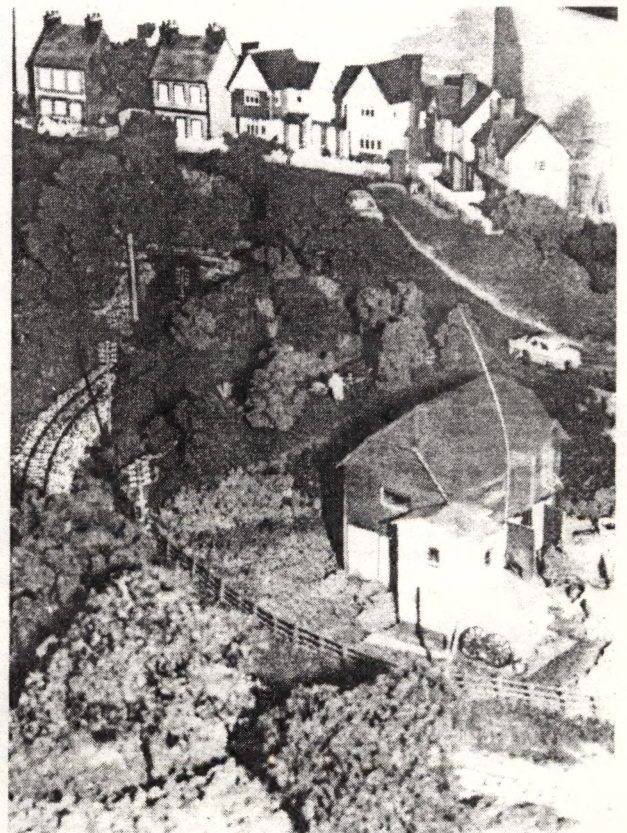
The Moreton N Scale Model Railroad Group presented "RATHOLE DIVISION OF NORFOLK SOUTHERN". Well presented, with plenty of action and set in the states of Virginia and Kentucky, the coal mining industry is featured.

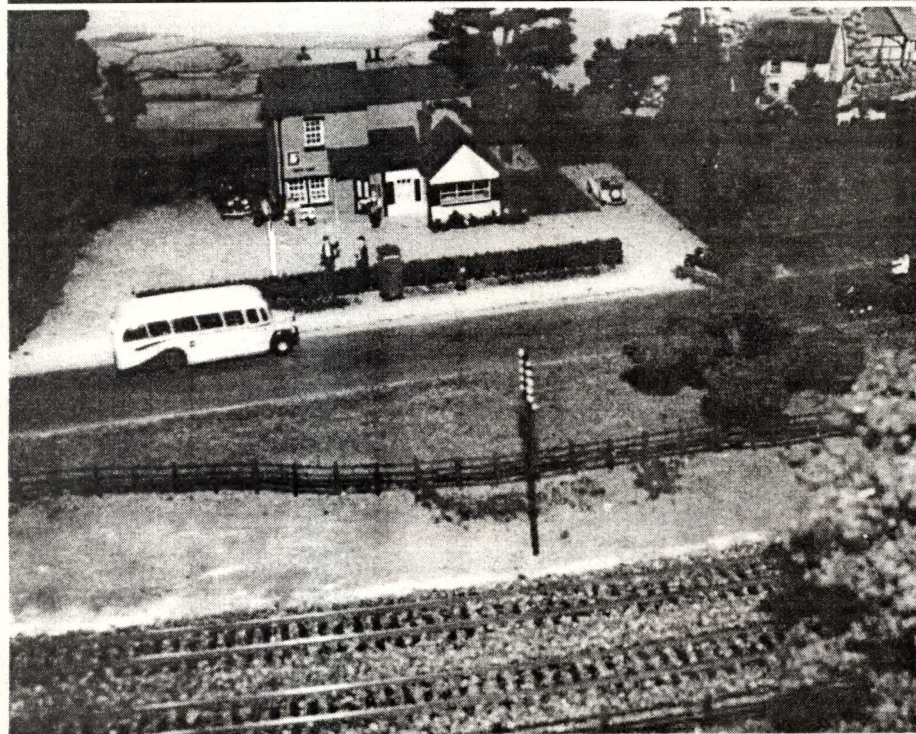
What would a Show be without some Hornby O gauge and Hornby-Dublo equipment? John Bateman and the Hornby Collectors group presented "PRE-WAR HORNBY", a very creditable display, heavily patronised. I think most of the middle-aged men were thinking back to when they were boys, with the Hornby set running around the lounge room.

The British Railway Modellers had nine displays on show. In the past, I've looked at British layouts and thought, "Yeah, not bad!" - but, after looking at the BRM displays, I cannot commend them highly enough. "CLEGG HALL" is an impressive O gauge point to point layout, set around 1910. Large warehouse type buildings, very similar to the Wool Stores at Newstead here in Brisbane, are a feature of this layout. In short, an impressive layout, with lots of shunting.

"WALLINGFORD", built by Ken Lee, is a reproduction of a Great Western branchline, operated to GWR practice. All major buildings are scratchbuilt, with the creamery in particular taking my attention.

Greg Langridge had on display "CHURCH HILL" [56]. Depicting a typical LMS station prior to the second World





"Church Hill" in OO scale by Greg. Langridge. There's no need to pay an airfare to the UK to see the countryside of the English Midlands.

War, double track mainline, exceptional standards, faultless operation and plenty of variety made it a real crowd-pleaser.

"WEDMORE", presented by the Brisbane North group of the BRMG, comprises nine modules with a scenic front of 7.5 metres. Magic is the word I would use to describe this layout. Linking up with "Lyncombe Vale", there were plenty of trains in operation. Many of the locomotives and other rollingstock on Wedmore were fitted with Kadее couplers, and had been weathered. The Kadее couplers brought all fitted vehicles closer together, and gave them a more realistic look.

"LYNCOMBE VALE" is a new layout on the Show circuit, and it's easy to understand why, with great scenery, this excellent example of British modelling was one of the award winners.

Another delightful British layout was "BAKERSTONE DALE", built by Derek Holliday, with excellent scenery and operation. Set in the late 50's/early 60's, a branchline terminus is featured, with small local industries based on quarrying limestone and clay.

Next, we have the large N scale "SANK EY BRIDGE AND TOCKLES BRANCH", built by Martin Astle. A four track main line is set in the period just after the 1948 nationalisation. An industrial area with canals and warehouse is

featured on this impressive layout. The standards of the British modellers have reached new heights. Each and every one of them who attended the Brisbane show deserves congratulations, on both presentation and operation of their layouts.

The Nambour Railway Modellers Club's "MID WEST INTERCHANGE" is a seventies N scale railroad. Transcontinental trains run through the Midwestern US.

The final layout reviewed was presented by AMRA member Ken Leitch. HO scale "SAN BERNARDINO" is set on the Southern Pacific in the semi desert area of western California. Union Pacific and Santa Fe also have running rights over the layout. San Bernardino was very popular, well presented and operated, and always had a crowd around it.

Jim Costello's "J & J HOBBIES" was voted Best Retail Display for the second year running.

One other award was made at the Show, to Dave Jenkins. In recognition of the most recent 60 years of his life during which he has exhibited at this and other Model Rail-

way Shows, "Uncle" Dave was presented with a chrome-plated Pandrol clip. His milestone achievement was discovered too late during the 1995 Show to have anything organised at such short notice, but we sure made up for it in '96!

How many of us will reach the same? Dave is one of those outgoing chaps who always has a smile and a friendly word - a true Gentleman of the hobby. It seems just about everyone in the Hall knew what was to happen - except Dave, and it's about the only time anyone has seen him speechless! When we do things like Dave's presentation, it really lets the Show present a Personal face to all. I hope we can do something similar, for someone else, in the future.

Neil Milne's 5" gauge "MINIATURE TRAIN RIDES" had to be relocated from outside the Main Entrance to the internal carpark due to rain. Even then, it was some time before the weather permitted operation. Many were fascinated as to how a battery-powered diesel-outline loco with what appeared to be about 3" or less diameter wheels could hurtle around the track at such a respectable speed without some sort of bearing failure!

"Old Society of Model and Experimental Engineers" had model horizontal and beam engines on display, under air power. Other steam locomotives of varying gauges, many of Queensland and other Australian outlines, were on display.

On so many layouts, bridges, including viaducts, were A, if not THE, focal point. Some visitors remarked that they stood watching "just in case a train came off on the bridge!" Happily, such rare occurrences, if they ever happened, went either publicly un-noticed, or else unreported.

The Show, in our view, had something for everyone. Quality wise, we don't feel it could be faulted - our only wish is that May 1997 doesn't come around too quickly! □

"Wedmore" in OO scale by the BRMA Brisbane North Group. This is Somerset in miniature.



Vale - Doug Kelly

1940 - 1996 (56)

Douglas Arthur John Kelly experienced his first train ride when he was just 19 days old - on the Torbay Express on Saturday 25 November 1939, from Torquay to Paddington. This was the beginning of Doug's passion for trains.

Educated at Wimbeldon Technical College, Doug showed a real flair for design and so began his first job as an apprentice art department designer, designing scenery and special effects for the production of TV commercials at Guild Television Services, London.

Much of his leisure time in his teenage years was spent train spotting. He was a great "Southern Railway" man and cycled for tens of miles chasing trains, when he was not courting his sweetheart, Marion.

Doug married Marion and they, with their two young children, Belinda and Sharon, emigrated to Australia in 1964.

They set up home in Croydon, and Doug was delighted to find the local train shop, Branch Line. For 16 years Doug bought his train requirements from Branch Line. One day, in 1980, he discovered that Branch Line was for sale. Doug and Marion bought Branch Line in 1980. Doug worked as a successful packaging designer and helped Marion in the shop. Things went very well at first. Doug's income was plenty to live on, so the money made from the shop could be ploughed back in again to re-establish the business. Sadly all the hard work took its toll and the partnership and marriage of Marion and Doug ended in 1983.

Steve Atchison was courting Doug's

daughter Belinda and helped out at Branch Line while studying at Melbourne University.

After Steve and Belinda married, Steve became a fulltime employee and helped Doug to build Branch Line to what it is today.

Branch Line became an unofficial meeting place for modellers and both the Croydon Model Railway Club and the Croydon Narrow Gauge Group found their roots from meetings at the shop.

Doug loved designing things, so it was a natural progression to design a model railway layout to help promote the shop. One of his customers was a bloke called Tony Walsham, who, with a young friend of the family, Rob King, joined forces with Doug in constructing the award winning Kingfield, Twinlakes & Maine Railroad. Doug designed and constructed the baseboards and laid all the track and built some of the buildings, Tony scratchbuilt most of the locomotives and rolling stock, the turntable, as well as taking care of the wiring, while Rob produced most of the scenery. K.T.& M won the best layout award at the 1981 Camberwell Show and the following year won the same award in Sydney.

Doug went on to design and build several layouts:

- * British 00 layout 20ft x 4ft Dogbone shape
- * British N Scale layout 4ft x 3ft Rectangular shape
- * British N Scale layout 11ft x 8ft L-shaped
- * British 00 layout 8ft x 5ft Rectangular

shape

- * British N scale layout 6ft x 3ft Rectangular shape
- * Australian HO layout 8ft x 8ft L-shaped Dogbone
- * Brocklebank Line British N Scale layout 9ft x 7ft L-shaped Dogbone

All these layouts, except for the 4th on the list, are still in existence.

In 1985 Doug met and married Lorraine. Lorraine always helped out at the model railway shows, but worked fulltime as a publisher. When Doug was diagnosed with cancer in July 1995, Lorraine began working at Branch Line in a part time capacity.

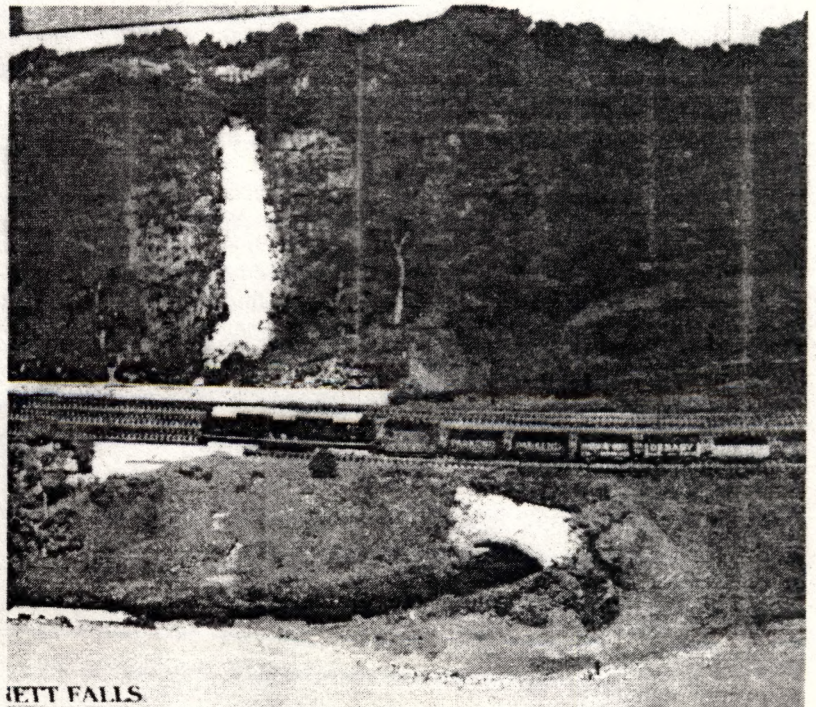
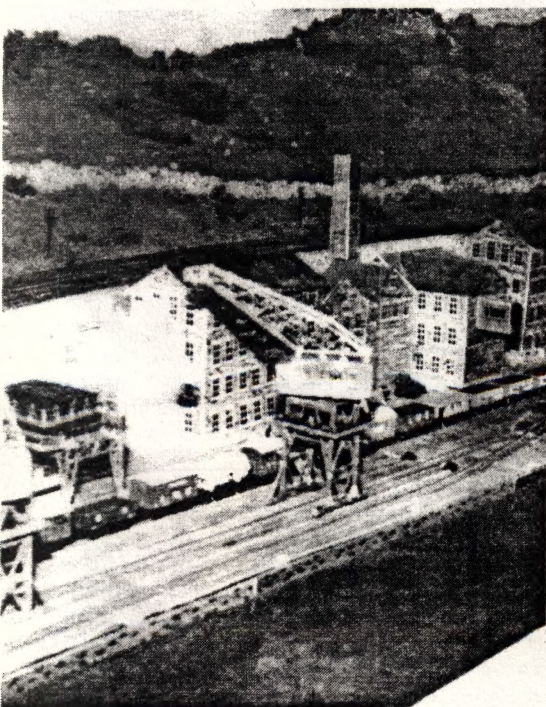
Sadly Doug Kelly lost his battle with cancer on 20 April 1996. To the sounds of steam trains the late Doug Kelly departed from Tobin Brothers on the endless journey.

Doug left Branch Line to his wife, Lorraine, who, together with son-in-law Steve, will continue to provide the fine service that Branch Line has always provided.

© Lorraine Kelly □

**Remember to renew
your subscription.
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and return your
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"Journal".**

These two scenes are of the Sankey Bridge & Tockles Branch in N scale at the Brisbane Show by Martin Astle. On the left is the canal and warehouse scene with the four track mainline above. On the right is the spectacular countryside near Manchester is not marred by nearby paint factories and paper mills. The "Bennett Falls" are beautiful.



Australia - Impressions by a Pommie Modeller

(Graham Warburton, the Author, is a dedicated lawn bowler, who happens to be an expert railway modeller. His speciality is model railway signalling. He is a frequent contributor to U.K. periodicals - Editor)

The first impression of Australian and New Zealand modellers was one of overwhelming kindness and friendship.

One 'phone call to a local member usually resulted in an immediate welcome to the week's proceedings, visits to private layouts and on one occasion a footplate trip was forthcoming.

It all started in 1991 with a cheap "two for the price of one B.A. ticket" which I was given and chose to go as far as we could - New Zealand. On that occasion I called on Bill Richmond to see his P4 Euston line, only to finish up staying with Bill and Rita for two nights. On that occasion I also met Chris Perry from Auckland who twisted my arm to take back to the U.K. a certain goods shed he had built for Bob Essery's O gauge Dewsbury layout. Suffice to say it was too big to go on the "check in" luggage belt but that's another story.

In 1994 Pam and I again called on Bill Richmond on our way from Rotorua to Auckland - by this time Bill had moved to Hamilton. We only stayed for a few hours, but nevertheless sufficiently long enough to uproot his dreadful TRIANG colour light gantry, to enable me to rebuild it more-or-less exactly as the prototype. This was done and returned to him later in 1994 via a friend but not before it had been photographed for its write up in the July 1995 issue of "MORIL".

In 1996 we stayed with Bill for three weeks during which time introductions to New Zealand and Aussie modellers began to be made. The first contact was Ian McIntosh who looks after Hamilton Station. You can imagine our surprise when taking the 1019 to Rotorua on a day trip to be mentioned by name and welcomed as visitors from the U.K.

Later we were to visit his four track N gauge main line based on Rugby which ran at break-neck speed, virtually without derailment all evening and following supper, arrived home in the early hours.

Jim Oliver of Hamilton was our next guide who took us to the TE RAPA loco yard where full size N.Z. Electrics and Diesels were inspected. On the same site is the HAMILTON MODEL RAILWAY Club's premises where British, NZR and Continental layouts could be seen, together with a vintage Trix Twin System. All good stuff and plenty of chat. Jim also arranged for Bill and I to ride the footplate of the Overlander from Hamilton to National Park and return up the spiral - what a bonus!

During our stay with Bill, Dave Reddick, Dick Morton and Howard Morris all came to lunch and again there was a

good exchange of views and ideas culminating in my attending the "Finescale Interest Group" meeting at the home of Paul Bernstein in Auckland. Being a professional modeller, Paul's Col. Stephens line is beautifully done. Chris Perry was present, as was Martin Plant and several others.

After the meeting, Bill and I called on Dave Reddick where we saw both his S.& D. layout and American line. Dave also presented me with a set of his recently produced booklets on modelling subjects.

Dave Reddick also edits the N.Z. periodical 'THE SIGNAL for British Outline Modellers' living in N.Z. and generally does a great deal for those running U.K. Railways.

While in N.Z. word had got to Harry Howell in Sydney, who lost no time in arranging things for our week in that city and who 'phoned me whilst in N.Z. at least twice.

Our first visit was to the home of Alex and Jennie Mathison for an excellent dinner, followed by the operation of his OO line based on West Somerset with its extension to Porlock, Luccombe, Barnstaple - all places well known to us living on the edge of Exmoor as we do.

Our next visit was to the home of Alan and Barbara Hackett who picked us up from Redfern Station before driving us out to see his L.N.E.R. OO line set in the late 30s. Alan has some very nice kit built stock and the running was generally very good.

Harry Howell called round to take us on to see his layout based on Stafford - an area I know very well from my train spotting days on the West Coast main line from Rugby to Crewe.

Both these layouts were large by 'private' British standards, as there seems to be so much more space in homes, both in OZ and N.Z.

Such layouts as these are not possible in 3 bed semi-detached British homes where the handkerchief garden can hardly accommodate an 8' x 6' shed unlike those in which Harry and Bill operate. This explains why there are so many British exhibition layouts consisting of an 'Ashburton' type branch and fiddle yard. Large layouts are generally run by Clubs in the U.K., although there certainly are some large private layouts situated in homes and double garages and sheds in the garden.

Harry certainly 'oozes' enthusiasm which rubs off on all those with whom he is in contact - so, many thanks Harry.

Our Sydney week was completed with a Saturday visit to the Forestville Exhibition where the North Shore Model Rail-

way Exhibition was being held. I was immediately at home when confronted by an O gauge Midland line complete with many things associated with Industrial Britain. Items such as canals, rope worked inclines, working end door opening wagons and wagon turntables were all functioning - a really excellent piece of work. With the exception of an N gauge British layout, all other work was of Australian lines.

The whole show was of good overall standard, not unlike certain British provincial shows of comparable size. The trade was well represented with kits and tools and a fair amount of British goods with RATIO products well to the fore.

We said our goodbyes to Harry and your Editor, who by now had requested this 'Report' on my return home. (Actually, he met me later in Melbourne - NRR.)

Our next port of call was Canberra, where there was nothing to report as their Meeting had been held the previous week.

So, on to Hobart.

I rang John Mayo on the Saturday morning at 08.45 and at 10.00 we were on our way to see the L.M.S. layout of Bob Rayner, which ran well. I introduced them to glazing loco windows and signal spectacles using wood-working adhesive. By the end of the following week I understand all such windows had been glazed. The passing on of such information and tips and the receipt of same is one of the nice things about modelling - we can all learn from the doings and experience of others. Bob was impressed by the recent Phoenix (B.S.L.) "adjustaride" bogie which I gave him with the promise to get an L.N.E.R. set for John.

On leaving Bob, we visited the professional and permanent O gauge Swiss Alpine layout with its night scenes and thunderstorms - again all interesting stuff!

John Mayo's layout is based on the North Eastern Section of the L.N.E.R. with its slotted post signals and nice coaches which prompted the usual discussion on how to produce that elusive teak finish.

The day concluded with an excellent steak at the 'Ball & Chain' on Hobart Quay. John was later to take Pam and I for a drive down the Huon Valley - such are friendships quickly made by folk of like interest!

Melbourne saw us riding trams every day, but on the Wednesday I had the privilege of a visit to the L.M.S. timetable worked line of Stuart Westerman. This was really a lesson in intense model railway operation. The timetable took four hours to operate, with use of a speeded up clock. To see seven (or was it eight) operators beaver away belling trains, marshalling trains, shunting trains and providing destinations for wagons recently emptied at the station goods shed was something the like of which I had not seen before. All stock was proprietary, but KD fitted and whilst most shunting operations were carried out at breakneck speed, there was hardly a derailment, hardly anyone spoke - except for occasional screams of anguish when someone had 'screwed' something up.

What a wonderful hobby this is - we have the likes of Bill Richmond perfecting scale starting and stopping, smoke units,

all on perfect track whilst on the other hand others overlook such things and concentrate on full timetable operation, working to rule, even to the extent of throwing in special trains - such as an engineers saloon to be accommodated at its destination without affecting other timetabled traffic.

Our final destination was Adelaide with the prime objective of watching the World Bowls finals. This of course we did, but not without railway visits in between.

Roger Wyatt kindly took me to the Islington Railway Workshops where two bays have been leased to no less than seven model railway clubs. Again this is a concept which I have not seen before. In the U.K. many clubs have OO, Continental, N gauge etc. sections all with space within the club and funds allocated. To see seven clubs under one roof was something different and has much to commend it. There must surely be conflict (however minor) in all embracing clubs, but such a concept as this avoids such issues - save perhaps as to whose turn it is to clean the communal area. Each section can concentrate on its own single objective - that of building its own railway to its own chosen scale and gauge. Such a concept must make the organisation of the local exhibition easier, as all clubs are easily contacted and meetings convened. I am sure such an arrangement would be out of the question in the U.K. as space and therefore rents and rates would prohibit such ideals.

Before visiting Islington, Roger showed me through his stock boxes full of P4 rolling stock, built to very high standards. Another most interesting evening.

The final night in Adelaide (and Australia for that matter) was spent in the home of Barbara and Malcolm Cross.

Malcolm is well known for his work to further 4mm. modelling to perfection. He is connected with Bernard Weller and Exactoscale perfecting not only such concepts as wagon springing and track standards, but buildings and the control of locomotives etc., without masses of switches and wiring. Malcolm went right through many of these concepts with me and we talked railways and model railways for the full twenty-four hours. Thank you Malcolm!

So to impressions - these were ones of great camaraderie, largish mainly proprietary layouts which ran well. In some cases the track was of very early and rather crude manufacture. I do not recall seeing any SMP track or much handmade pointwork which when once used the visual aspect will likely render old track unacceptable. All the private layouts were for the most part complete and scenicked. Above all, because of the great distance between us, you were all so well informed about the area and subject being modelled and everyone I met was full of enthusiasm and had researched his model well.

Again, I thank all of you who looked after Pam and I so well and watch out - I have signals to build for Bill, and I could be back may be sooner than you think. □

Steam

Alan Brown and other followers of the European same may be interested in an item that appeared in the Spring 1995 issue of the German Railway Society magazine 'Merkur' which listed the steam locomotives to be found in the rebuilding works RAW Meiningen during the (northern) summer. I quote from the magazine to which I make full acknowledgments.

"RAW Meiningen had another large batch of steam locomotives for reconstruction and refurbishment. The following were reported to be in residence in the summer period: Pacifics 03 1010; 03 2243/2295; 18 201; 18 316 (ex Baden four cylinder compound). Additionally, there were 2-10-0s 50 3545/3658/3661/4073; 52 8079/8117/8163. Miscellaneous: 70 083 (2-4-0T); ELNA 146 (industrial). The special rebuild that is creating a stir is the work being done on former DB class 01.10 'Pacific', withdrawn as 012 102 (BW Hamburg Altona) in 1974 and plinthed at Bebra. As previ-

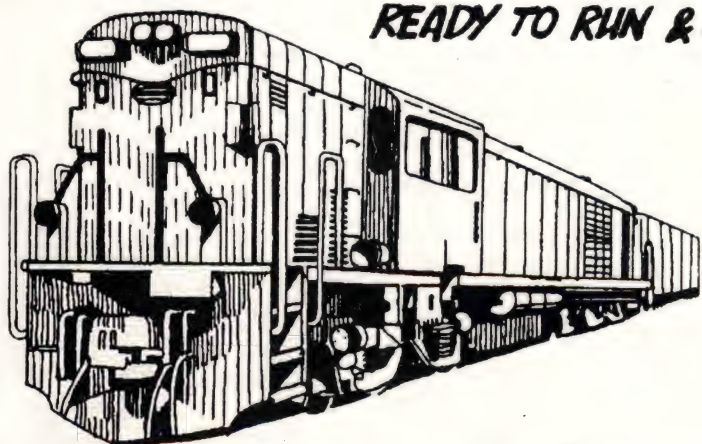
ously reported, a commercial group, with the collaboration of the Bebra City Council, is having the loco restored and rebuilt at Meiningen to its former prewar DRG condition, with streamlined cladding and wing smoke deflectors. The restoration has reached a stage of reworking the boiler shape, with smokebox cut-out for the fitting of a Knorr preheater. The streamlined cladding is being manufactured at the works, where a tender will be rebuilt to suit. The loco will be finished in Bordeaux Red livery, which it never carried in DRG service (black), and will be based in Berlin, from where it will haul special deluxe trains to destinations in central Europe. What a spectacular sight this will make, a mirage from the past!" My thanks to John Turner, the author of the report.

Ern Raddatz

Subsequent information from Ern is that the restoration has been completed and the loco has now been returned to service, with the intention of hauling enthusiast specials and tourist trains. It is now a very deep blue, almost black - Editor

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DROP US A LINE

More Power to the General

by Phil Kelly (NSW)

No, no, not General Custer, but General Motors, Electro Motive Division.

In Australia, this means Clyde Engineering products, and for our purposes here, the CR / ANR GM 1 and GM 12 classes, VR S class and NSWGR / SRA 42 Class locos.

At this point I should admit that this article was first written up some years back, utilising castings available only from Mansfield Hobbies. By the time the article was completed, Mansfield's doors had closed and the required castings had disappeared from the market place. These castings have reappeared under the original manufacturer's name and are now widely available in NSW, at least, as KRYSTAL CASTINGS.

The release of the LIMA GM-12 / S / 42 class locos some years back, now, was welcomed by modellers of each system, but it didn't take long before various errors were noted.

In NSW, modification kits were produced in both resin and white metal.

After looking at both kits, I decided that the white metal parts required more work to be done, but made a more complete modification, as they included :- front pilot, complete rear body panel, correct style buffers, right hand cab door, without cut out for staff exchanger, correct 42 Class bogie side frames, with full brake cylinders. Note, all these parts are offered as separate items now.

With all these parts added, the result was a much more accurate model of the 42 Class and I sat back with that warm feeling of achievement - for a little while.

My next project was a 422 Class kit, designed to be powered by an Athearn SD9 mechanism.

The Resin chassis was discarded, due to its unalterable banana shape, but it did serve as a pattern for building a new chassis, using 1/16" and 1/32" brass sheet and 1/8" x 3/8" brass bar.

The resultant loco performed exceedingly well on my 30" radius curves and 1 in 42 grades. The modified Lima loco performed poorly by comparison, SO, how to make a 42 Class that could perform more like the 422?

The solution - Athearn's SD9 to the rescue.

"Been there done that" sings the chorus from the rear.

True, Athearn chassis have been used to power a variety of models, but whilst the SD9 bogies are near enough for the 422, the side frames are nothing like those on the 42 class bogie.

From photos in my collection, the GM-1, GM-12, S and 42 Classes had a common style of bogie side frame when built. The 42 class retained the same bogies throughout their working lives, while some of the GM's and S's appear to have had their bogies changed later in life or in later pro-

duction batches, so the following notes can be applied to any of these classes.

For those not acquainted with the products of the house of Athearn, what follows may be of interest.

Since Athearn replaced their drum axles and rubber band drives with universal joints and gear boxes, their bogies have been built with cast metal side frames, containing bronze bearings for their outside bearing axles. Their chassis have, in the not too distant past, been redesigned and now feature a new motor, which draws about 250 mA as against 750 mA for the old style motor. (Athearn's latest motors feature skew wound armatures which may draw even less current. They perform as well as the Kato motors from Atlas locos and that is PD good). Along with the twin brass flywheels, a new bogie design is used, which features inside bearings.

This inside bearing type bogie is the key to this project.

The injection moulded plastic side frames are mounted onto the bogie by two cast on spigots, which are a push fit into the tubular eyelets which secure the metal "chassis" to the plastic gear box.

Let The Project Begin

Material Required :- Lima 42, etc. body shell, Athearn SD-9 chassis, with inside bearing axles, white metal castings as required, assorted hand tools and adhesives, turned brass pins - see sketch below.

The first step is to mark the chassis, motor and bogies, so that the can be reassembled the right way around (wrong assembly will cause reversed operation of loco).

Strip the Athearn chassis completely and disassemble the bogies by removing front and rear clips.

Using a suitable diameter. drill, push the side frame spigots out of their eyelets, to remove side frames from the bogie halves.

Turn up, or have made for you, eight brass pins as shown. Glue the pins into the eyelets with ACC, one of the thicker varieties if your turning isn't too accurate.

Reassemble the bogies, then place the new cast side frames onto the pins from above and secure to the brass pins with ACC. The axle centres of the castings are

about 1-1/2 scale inches greater than the axle centres of the bogies, so be sure to place the centre bearing of the casting in line with the centre axle. Not many eyes will pick up this discrepancy. Ensure also, that the bearings on casting and bogie are aligned vertically.

The brake cylinders may be added to the side frames before, or after they are mounted onto the bogies, but remember to bend the wires for the brake actuating rods when fitting the cylinders.

As these castings were designed to replace the side frames of the Lima bogies, the rear bogie side frame must have the body support lugs removed, before fitting them to the bogie. They should look like the front bogies. Don't forget to add the steps to the sides of the front bogies.

Paint and weather your bogies and set aside.

Now we move on to the chassis.

File off the pins which normally secure the Athearn body shell to the chassis.

With hacksaw and files, remove approximately 1/4" from rear of fuel tank, (front end has headlight mounting bracket) and test fit the rear bogie to see that it will swivel sufficiently for your curves, without fouling the rear end of the tank. While trimming off the tank, you should also try to keep the overhang of the body skirt equal, front and back of the tank.

File both sides of fuel tank, until it is the same width as the rest of the chassis, then round off the bottom corners of the tank. Test fit the Lima body shell to ensure it will fit over the chassis. Trim material from both sides of the chassis to reduce the width if necessary.

RE-assemble the motor and drive train and test run your loco.

I used 10 BA screws to mount Kadec couplers onto my chassis, MKD 5 at the rear, MKD 16 (long shank) at the front. The rear coupler pad was filed back until there is just enough meat to hold the coupler mounting screw.

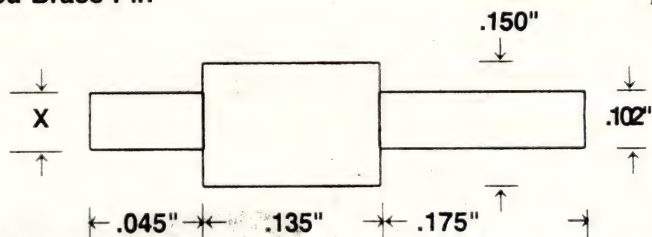
The headlight bracket may have to be bent, or removed to allow the Lima body to fit down onto the chassis.

To adjust the height of the Lima body on the new chassis, glue four, approx. 40mm lengths of .040" square styrene inside the shell, two at each end. Use a slow setting cement and carefully slide the body down onto the chassis, so that the bottom of the body aligns with the bottom of the chassis, carefully remove body shell and allow cement to dry. I have not worried

Continued next page

Turned Brass Pin

Not to scale



X=.064" to suit frames ex-non powered bogie casting
X=.100" to suit frames ex-powered bogie casting

New 5 inch Gauge Track in Brisbane

by Steve Malone

On the 24th of March 1996, a new facility for 5" gauge model live steam locos opened in Brisbane. The 600 m track was laid in a Brisbane City Council park named 'McPherson Park' in the northside suburb of Bracken Ridge. The track was built and operated by the local Lions Club.

It all started when, several years ago, local model engineer, Neil McKenzie laid a 5" gauge track around his house to test his model of the QR A12 class, 4-4-0 steam loco. The local Lions Club saw the potential for fund raising and for the last 5 years they've had the wheels turning. Construction took place during 1995. All materials were donated, the local T.A.F.E. welding the track together. Local business sponsored passenger wagon construction. The track is laid in concrete, flush with the grass, as on tracks at Nambour, Maryborough, Rockhampton and Mackay. This is the first live steam track in a public park in the Brisbane area.

Neil is known for his work in assisting 5" gauge modellers in constructing models of Queensland Railways steam locomotives. Castings and drawings are available for the A10 0-4-2, A12 4-4-0, PB15 4-6-0 and AC16 2-8-2 locos via Hobby Mechanics, Brisbane. Neil supervised the construction of the track and Lions have named the track 'McKenzie Railway'. However local modellers know it as Neil's track.

The track has proved to be a great fund raiser for the Lions (\$1 a ride) and a great railway for 5" gauge modellers to run their steam locos. Regular running days are planned for the 4th Sunday of the month.

Continued from previous page

about attaching body to chassis or length wise positioning the body, other than pushing the body up against the rear coupler pad. The body will sit in place unless handled.

Now you can turn to the body shell.

If you model CR or ANR, refer to Rod Tonkins article, Journal No.226.

If you model VR, VLine etc., you're on your own.

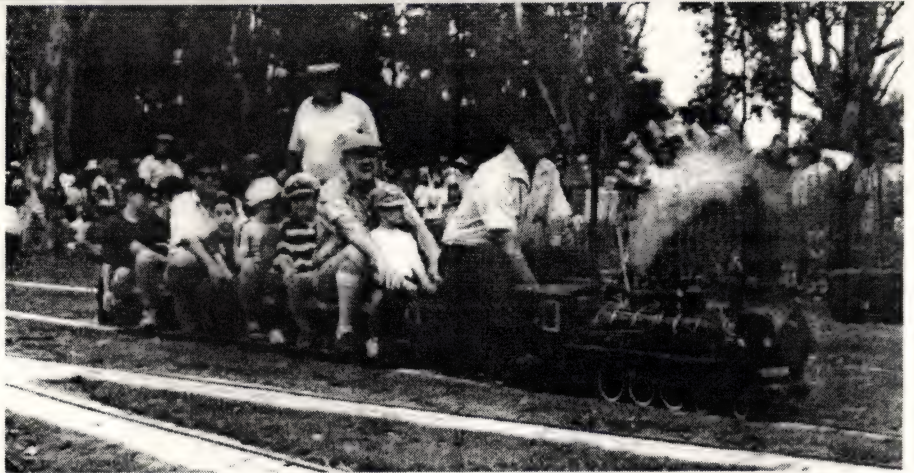
If you model NSW, then the least that should be done is to replace the pilot, but a more complete job can be done by replacing the cab door and the rear end of body shell, filling in the extra window at the rear end of body, adding correct buffers.

With the Krystal Castings pilot assembled to your body, you may have to trim the rear edge of the pilot slightly to clear the front of the leading bogie.

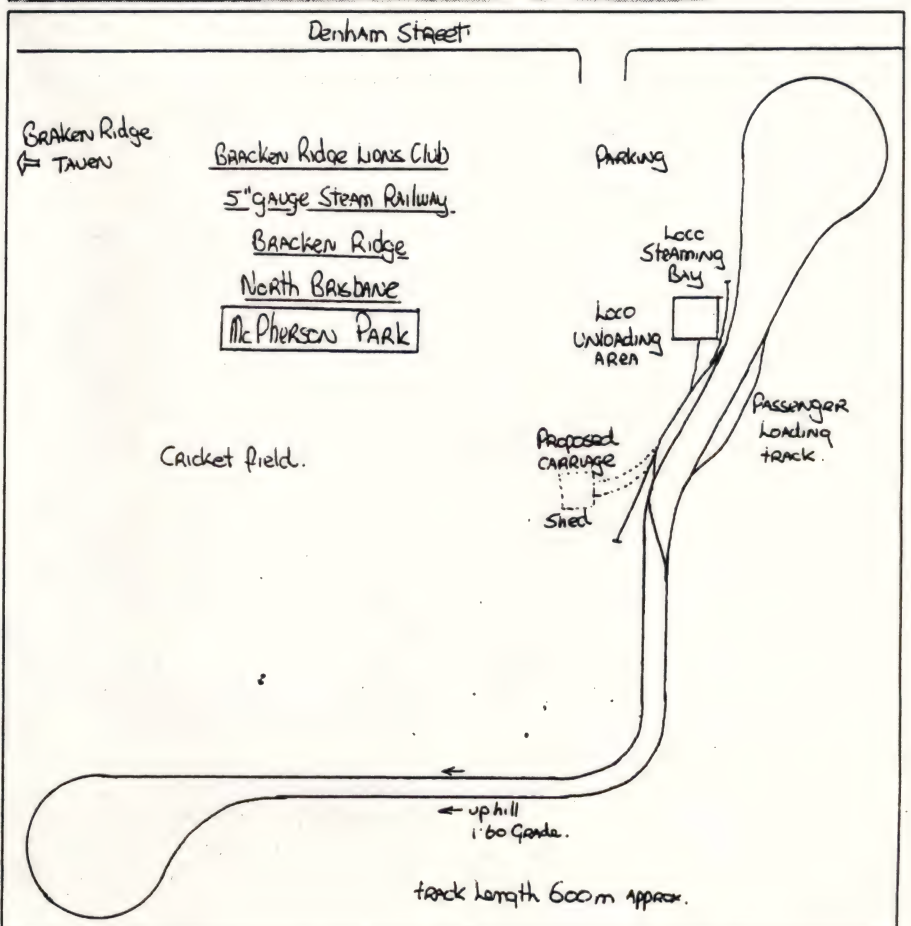
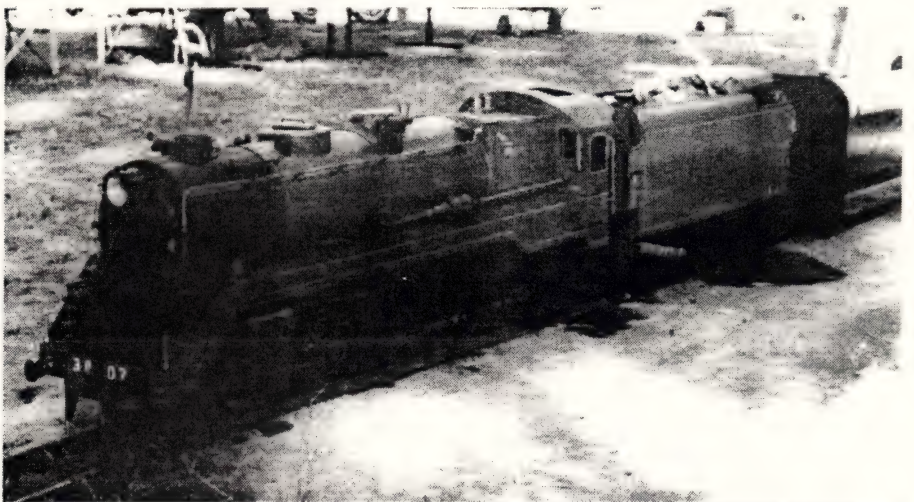
To fit the body to the chassis, slip the MKD 16 coupler through the hole in the pilot, then wriggle the body down into position.

If the Krystal Castings replacement cab door is used, you will have to file the chassis to clear the back of this casting, to allow the body to slip down into position.

Happy Hauling! □



Above: The loco used for grand opening first train was this QR BB18½ from a Bundaberg modeller. Below: A popular model was this NSW C38, 3807, built by a Hervey Bay modeller. The covering on the seats of the Lions Club passenger car was provided by AMRA member Geoff Bowring.





The Editor AMRA JOURNAL Dear Neil

Never in my life have I read such a load of old codswallop as the Secretary's Desk in Journal No.230.

The NSW Branch COM had previously requested a floppy disc copy of the Membership of the NSW Branch, even supplied a blank disc so that there was no expense to the Federal COM. The reply received was to the effect that it had cost the Federal COM \$4,000.00 to put the membership list onto computer and they were not about to give that away for free. This expenditure item has not yet appeared on any of the financial reports, so one can only assume that it is a notional or estimated cost of the VOLUNTARY effort put into the job of keyboarding this information. So far as I am aware, all the Federal and State COMs and every other member of AMRA who puts an effort into the Association, does so on a voluntary basis, with the exception that all members of the Federal COM are ever so handsomely rewarded for their efforts by the granting of an Honorary Membership for the duration of their service.

With this in mind, one would be forgiven for thinking that in this modern computer age, each Branch could be given their relevant membership details on floppy disc, if requested, so that the Branch Secretary wasn't required to waste his time re-keying all this data into his own or the Branch computer, for his legitimate use as Branch Secretary, come Exhibition time, or any other time that the Branch COM wishes to communicate with its membership.

At the AGM we were regaled with the requirement for security as being the reason that this information could not be put out on disc, some members not wanting phone numbers or addresses known "even to their local state branch"

The fact that this information is already passed on, in confidence, to each Branch Secretary per medium of a file card, was somehow deemed acceptable by the statement that if the Federal COM gave out this information on disc, they could be held responsible for any misuse of the information, whereas if the information was passed on to the Branches in written form and then misused, then that was the Branches' responsibility. This seems to lack a little credibility some how!

Our Federal Secretary concludes that a satisfactory compromise was reached - satisfactory to the Federal COM perhaps - accepted by the NSW COM members present, only because the Federal COM was not to be moved into the 20th Century even as the 21st Century dawns upon us.

We were told of the expense the Federal COM has gone to, in purchasing suitable new software to produce the Member-

ship lists. I'm not particularly computer literate, but I think it would not be terribly difficult to find a data base suitable for such an application, in which items can be flagged such that they will only be printed out or copied to disc on command, thus preserving any confidentiality required.

AGAIN the matter of what the Federal does for the Branches has been raised. This statement is followed by a diatribe about Journal costs, which, while it might benefit the individual members, is of no value what so ever to any Branch COM. In the whole column, there is one paragraph dealing with benefits to a Branch, which is the rebate of Family Membership Fees and membership incentives, neither of which amounts to any great sum to any Branch, concluding with "and this is only the financial benefits that we give the branches", although there is no mention of any other supposed benefit to the Branches. My I just reiterate that the NSW Branch COM did not request any financial benefit from the Federal COM, just a floppy disc of information to reduce the NSW Secretary's work load and a blank disc was supplied. At the time of the Federal AGM, this blank disc had not even been returned to the NSW Branch Secretary. Spoils of war perhaps?

At this same AGM, it was suggested that the NSW Branch should get off its collective rear end and do some publicity, perhaps via a news letter as the WA Branch does. I would remind you all that Bob Wardrop commenced publication of "Smoke Signals", at a time when Journal had become totally unreliable as a means of publishing Branch news, happenings and Programme and NSW was only one of the Branches that did so. With the appointment of Roger Lloyd to the position of Managing Editor, Journal, and his sorting out of the production of Journal, the Branches were requested to cease production of their own News letters and to use the Journal again for this purpose. All Branches complied, with the exception of WA Branch, so please don't give us any more about lazy Branches not producing News letters. Smoke Signals drifted off into the sunset while Bob was still NSW Branch President, although the name lingered for some time as the Masthead for NSW Branch News in Journal. I have no grievance with the WA Branch decision, but WA members get to see the same WA News twice.

At the time I retired from the position of Federal Secretary, the Federal COM was in the midst of organising new posters to be given to the Branches to advertise AMRA in hobby shops, or any where else they could get them displayed. I had obtained quotes for printing and a request had gone to Jack Parker for assistance in supplying suitable photographs. These posters were to replace very out dated AMRA posters, but with my retirement from the Federal COM, this idea seems to have been shunted into a hidden siding. As we are told ad - infinitum, that members join the Federal Body, not the State

Branches, then I believe it is about time the Federal COM again shouldered the responsibility of advertising the Association instead of palming this expense off onto the Branches. It could even be that Vic-Print could produce suitable posters, although I note that the cover printing is currently shopped out - any comments Roger?

As I have stated else where, I was quite relieved to be able to retire from the NSW Branch COM, as I had achieved what I had set out to do and run out of new ideas. It is some time since we saw any innovative moves from the Federal President, so I would suggest that it is time that he also retired, especially as he holds such a mandate.

At the last Federal AGM there was one nomination for the Federal Presidency and no further nominations, the remaining members of the Federal COM being co-opted by the Federal President. Surely somewhere in this Association we have some members with a few ideas. If you need advice on how to go about forming a Federal COM when the time comes toward the end of the year, my address is in the membership list, the requirements are quite straightforward.

My only suggestion would be to retain the current Treasurer, if that is possible, now that Ken is a resident of the NSW Central Coast.

RE - Bill Secker's nit pick, Journal 230, of the circuits and throttles published in Journal 229. Two six Amp transformers may go well on the Vic. Branch Layout, but I think they would be a little pricey, as well as a bit over the top, for a home layout, where one or two two-amp transformers and controllers would likely suffice at a more affordable price. Surely you have noted that with the reverse switch wired as shown, 1/8 watt resistors would be more than adequate.

Phil Kelly

(The opinions expressed in this letter are those of the correspondent. It is clearly the right of any member to use Journal to express views relating to the welfare of the Association; equally it is the right of all members to form their own opinions on any views so expressed - Editor)

Concerning the printing of posters etc, this is beyond the capabilities of Vic Print. However, the covers of Journal (and the posters for the Victorian Branch Exhibition) are printed by member Ron Hansen at a very reasonable cost.

Also, in defence of the Federal COM, I understand that currently, the membership files are not held in an IBM (or Apple for that matter) compatible computer, so the task may not be as simple as running off the files onto a disk... Managing Editor -

Computerised Decals

By Robert Clelland [A.M.R.A. Qld]

After reading the article on private road decals in Journal 230 I have had in the past good success on making my own decals. I started modelling in this industry approximately 25 years ago and my first private company was called East Coast Railway. At this time I was residing in Sydney and belonged to two model railway clubs, one at Homebush and the other was at Epping.

Here are some suggestions that may assist modellers in the future.

I first started making decals by using the "Letraset" rub on lettering and other types. I found that these rub ons were very successful and they came in a large variety of fonts. After painting the required piece of rolling stock a fine pencil line was drawn on it and I then rubbed on the lettering. On completing the lettering I sprayed a thin coat of glaze of Dulcoate over the entire piece of rolling stock. This in turn sealed the lettering. The lettering looked good but it was very time consuming and great care had to be taken to ensure that every letter lined up with the next letter. In those days the main colours were black, white, red, gold and some yellow. So if you had your own colour scheme a colour had to be selected, so that the decals could be easily seen.

Several years passed by and my next experiment involved the same process but I then became wise and started to import items from the United States I could not obtain in this country at this time, one of the items being decal paper. Prior to these

imports I visited numerous art and printing shops asking for decal paper. Several stores knew something about decal paper but did not stock the paper. The other stores had no idea what I was talking about and some stores were just ignorant and didn't want to know me.

After obtaining the decal paper I then started making my own decals. At this period of time I changed the corporate name to Morton Bay Pacific and also the colour scheme mainly to suit black and white lettering. This method of making decals was easy. Again a faint pencil line was drawn on the decal paper and the lettering was rubbed on the decal paper. The decal was sealed with a fine coat of glaze and when the sealer was dry the decal was then cut from the paper and applied the normal way to the piece of rolling stock. Some of the lettering obtained this way did not need to be sealed as water did not effect the lettering. It is best to experiment first before applying the decal.

This method was very successful as the lettering could be arranged in any manner and the only drawback was the lack of colours available. But then again, when you look at lettering on railway rolling stock, the main colours are black and white.

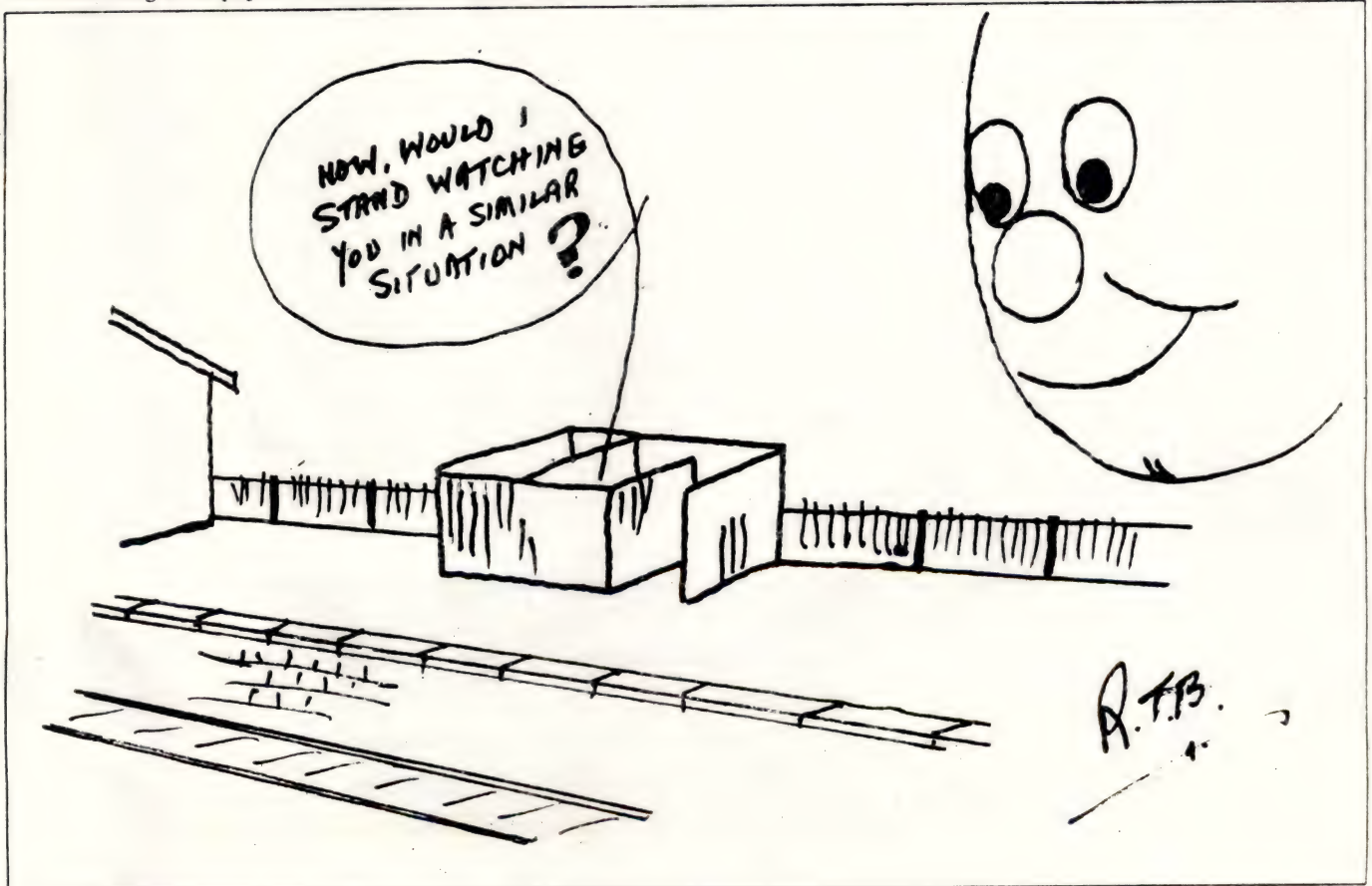
On the introduction of computers, I started to experiment with making decals on the computer and again there was a new corporate name change to SERRIA (sic) NEVADA and a new corporate colour change again to suit the decals. After many

trials and tribulations I now have managed to print onto decal paper using a laser printer. I have experimented printing decals using normal printers but so far the print is washed off when immersed in water. If using a normal printer seal the decal before placing it in water.

I found that a number normal printers will not take decal paper in the printer. To use a decal paper in a laser printer I have found that the following process works. While on the computer I format wording which will cover the full sheet of decal paper and save this print onto the hard drive or disc.

I then get a new page on the computer screen, centre the page and place two dots [full stops] in the centre of the page on top of each other and run a line of dots across the page and save this page. I then print this onto A4 paper. I then mark the centre of the decal paper and line up the centre of the decal paper onto the sheet of A4. I then draw a line around the decal sheet, remove the sheet from the A4 and cut out the area where the decal sheet sat on the A4 paper. This cut has to be precise. I then insert the decal sheet into the cut out and use clear sticky tape around the edges of the decal paper and A4 sheet. This ensures that the decal sheet is approximately the same thickness as the A4 sheet and also ensures that the toner will adhere to the decal paper properly. **DO NOT PLACE THE STICKY TAPE ONTO THE DECAL PAPER AS THIS WILL TEAR THE DECAL PAPER IF PULLED.** I then bring up the page of lettering from the hard drive or disc, copy the lettering and paste the lettering under the dotted line of the saved page ensuring that the page centre is still

Continued next page



Get a Buzz from your Hobby

by Allan Dowel (Vic)

Forty plus years in PMG / Telecom / Telstra (and about the same length of time in model railway electrics leaves me in no doubt that the No 1 tool for fault-finding is the common old buzzer.

I recently knocked one up for the use of the electrical team in the Melbourne Model Railway Society (MMRS) and would now enjoy passing the idea on to you.

Why a Buzzer?

Confirmation of a correct connection, either from one device to another, or progressively through a device, can be checked by any one of 3 methods using a:

- buzzer
- a lamp or
- multi-meter

Each has its particular use, but for everyday use, you cannot beat the old buzzer. Why?

If you are on your own, you have to watch a lamp, as well as look at what you are doing, probably while lying on your back! The same applies to a multi-meter.

If you are working with another person, then the above advantage is doubled - both can hear a buzzer.

A buzzer is also the most robust of the choices.

What is a Buzzer?

Everybody knows what a commercial buzzer is, but what I am referring to is a buzzer, plus a battery, connected in series. This is shown in FIGURE 1

When the two leads are connected together, or to a circuit which has continuity, the buzzer will sound.

Continued from previous page

on. This ensures that the lettering will print correctly onto the decal paper. Before running the decal page through the printer, print a normal page first to ensure that the railway lettering is going to fit correctly. If not make adjustments now.

You can use bold or normal type. PRINT. After the page has gone through the laser or normal printer do not touch the lettering till it dries properly. I have found that I do not have to seal the lettering as I have done with rub on lettering if I use a laser printer. With a pair of scissors cut the sticky tape between the A4 and decal paper.

I have only done one sheet of coloured lettering using a colour printer; the principal procedures are the same. I have seen some excellent artwork done on a computer and placed on decal paper by persons who are experts on computer graphics.

I have yet to locate A4 size decal paper. This size would simplify the art work. When printing out decals, if you take precautions, your artwork will come out good. Since using the computer and laser printer I have not had a faulty set of artwork on the decal paper. GOOD LUCK... □

A lamp-type tester would also have a battery and a multi-meter has an internal battery, sometimes two.

Summing up a 'buzzer' is a small commercial buzzer, a battery, two leads, each with a small crocodile clip connected to its end.

Making a Cheap, Small, Robust, Loud Buzzer

Wanting to meet all of the above conditions, I chose the following parts:

1. A Piezo Sounder

I chose one which is 31 mm diameter and 8 mm thick. The moulded case has two mounting lugs (holes) For the technically minded, its output is 80 db at 10 V and it will operate on 3 to 30 V. Resonant frequency is 4.6 KHZ, so I suppose it is really a 'screamer' rather than a 'buzzer'!

I bought this from Rod Irving Electronics for \$3.95 (item S15250) but all electronic shops sell them.

2. A 9 Volt Battery

I don't know about you, but now that I have two smoke alarms in the house, I have a stock of 5 x 9 Volt batteries, ex smoke alarms, as they start giving their 'hey, I need a fresh battery' beeping at a point when there is still a lot of life in them. Notice how this always happens in the middle of the night?

Anyhow, the one I used for the MMRS buzzer has been going for close on 2 years in the buzzer!

Therefore, the cost of this item is NIL. (I would be quite happy to give you one of mine).

3. A Battery Snap

This is the standard clip for a 9 V battery. It comes with two lead wires. Rod Irving part number 15202 - cost 25 cents. (How do they make them for that?).

4. Two Wires - Each 2 Metres Long

These are ex-telephone cable. I am too lousy to use flexible (stranded) wire, when we have many kilometres of telephone wire at the Club, but you please yourself.

5. Two Crocodile Clips

Again, from any electronic shop, or maybe your electrical junk box.

6. A Resistor 470 Ohms / 0.5 Watt

A standard resistor available from electronic stores for less than 10 cents.

7. A Clamp Plate

Homemade from a tiny piece of 18 - 20 G metal (see Figure 2).

The Piezo Sounder I bought just clamps perfectly onto a 9 V battery. You may have to make a clamp to suit another sounder.

8. Two Metal Threads 1" x 1/8" RHD Plus Two Nut (or a suitable metric size).

9. Electrical Insulation Tape

Why the Resistor?

These 'piezo sounders' require only a tiny current for their operation - only a few milli-amps. While this is kind to batteries, it also means that, when buzzing the wire to a device (say a relay or an electric motor), you can still get a buzz to its other side, which could fool you.

This problem is overcome by connecting the resistor across the buzzer. The result is that if you get onto the wrong side of a device when buzzing the wire to it, the buzzer will either not sound, or sound clearly less volume.

Battery life would hardly be affected by this resistor.

Assembly

This should be fairly obvious after looking at both drawings. There are, however, a couple of tips.

The battery clip has two lead wires. The piezo also has two leads. It's just a matter of cutting these four lead wires short, but still long enough to handle and allow removal of the battery clip, if and when required.

1. Assemble the piezo sounder to the battery.

2. Tie the two test leads to the screws, to take any pull away from the connections.

3. Connect the battery snap to the battery.

4. Cut all wires to the minimum convenient length.

5. Solder all wire joints, including the resistor.

6. Attach the crocodile clips to the far ends of the test leads.

7. Test by shorting the two crocodile clips. (If no sound, you have a problem).

8. Use the tape to ensure that the 3 soldered connection points cannot touch each other. That's it.

Happy Buzzing! □

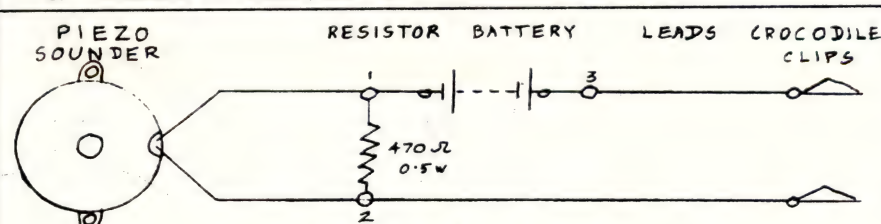


Figure 1 - Wiring diagram

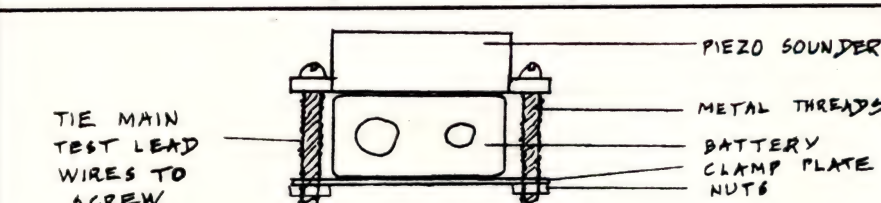


Figure 2 - Assembly

It Occurs to Me

by Leggy Mac

Many moons ago, I penned an article for "Journal" entitled "Anatomy of a Branch Line". It described the branch line that passes through the suburb where I live from a railway modeller's point of view.

In the intervening years much has changed. So much, in fact, that I doubt that anyone today would be able to match the line of today with the description of yesterday.

The diesel hauled trains of then are only seen occasionally as peak hour additions to the regular pattern of electric multiple units. There is no industry left on the branch so we never see any freight trains. Several of the stations have been rebuilt so that they no longer resemble the originals. One station has even been replaced by a bus/train interchange.

With the loss of industry, sidings and loops have been taken out. The signalling has been simplified and is, of course, now multiple aspect electric colour light. Half-way along the line, where double track became single, there used to be a reversing "wyke". Not any more - it has gone. Even at the beginning of the line the flat junction has been replaced by a fly-over.

This local development and change process is typical of what is going on in

railways generally - here, there and everywhere. So - any student of railways has to keep abreast of things. None more so than the followers of model railways if they want to be up to date. There's the problem. Do we want or need to be up to date? Does it really matter if we are not really up to date with the flavour of the flavour of the month, railway wise?

Railways have a history, worldwide, of something like 170 years. Australia can lay claim to having tracks occupied for 140 of those. In those years, countless steps have been taken towards improvement with a view to ultimate technical perfection and maximum efficiency in services provided.

We, as modellers, have such a wide spectrum from which to choose a subject for creating a piece. In the locomotive line, choice extends from the lowliest (some would say crudest) steam kettle to the latest whizz in diesels and/or electrics. In carriages there is a range from the elementary comfortless open boxes to the most recent superlative accommodation on rails where every customer wish can be satisfied. Similarly with freight. Modern freight traffic requires cartage in a variety of vehicles which would amaze railway operators of earlier times, or even of some

quite recent times.

Apart from mobile equipment, the fixed assets have not stagnated. Railway buildings of the present era bear little resemblance to the first examples on the same sites. This also applies to lineside items, bridges, signalling, etc., even to the track itself.

The railway modeller is faced with a most bewildering situation when it comes to making a choice of what to build. If he/she already has some stuff - will he/she be forced to select something compatible with that or can they mix it? When it comes down to it, there are as many choices as there are individual items. Now nobody would say that this makes for easy or simple solutions. Indeed, a lot of our friends and acquaintances would declare the opposite to be nearer the mark. Of courses things like scale and gauge, which most of us get sorted out quite early on, do go some way to helping selection of subjects. Yet, I expect, a great number of our fraternity would throw up their hands in despair, stick with what they have already and carry on in the same groove. Things can be so hard that way. What a pity!

Now - let's look at it from another angle. Compared with many other things in life, where decisions are virtually made for us, we have an ever widening horizon of railway prototypes to study and form opinions on as prospective miniatures for construction - a tremendous scope. In that way, I think we are very lucky. What do you think?

Inexpensive Scenery Tip

A developed habit of mine is to imagineer what various packaging and other common items can become, once converted to another scale. Eveready 216 9 volt batteries are presently available in a "blister pack". In full size, HO & N scales, in (feet &) inches, there is an inner length of 2.045" - 14'9" / 27'3". Width 1.125" - 8'2" / 15'0". Depth .65" - 4'9" / 8'9". An edge of .315" - 2'4" / 4'3". Measurements are approximate, and may vary slightly.

What came readily to mind was use as a home, in-ground swimming pool. In N, maybe suitable for a hotel/motel pool.

Without deforming or damaging it, carefully remove the plastic "blister" or casing. Once any adhering bits of paper are cleaned away, the edge which was stuck to the card may be painted to represent tiling. Three-quarters (or thereabouts) fill the hollow which contained the battery with a suitably tinted or clear "gel"-type material. Add some suitably clad Preiser or other figures swimming or floating in the "pool".

If you used clear material, paint the under-outside white, blue, green or whatever colour you prefer, to show through. Make a hole in the baseboard or scenery shell to take the pool, add diving board,

sunbathers, chairs, fence, maybe a Barbie (-Q or -doll), and you have a scenic point of interest for your layout.

Send a clear, reproducible photo of a completed scene to Journal for publication! Now, what can YOU suggest, of use to others?

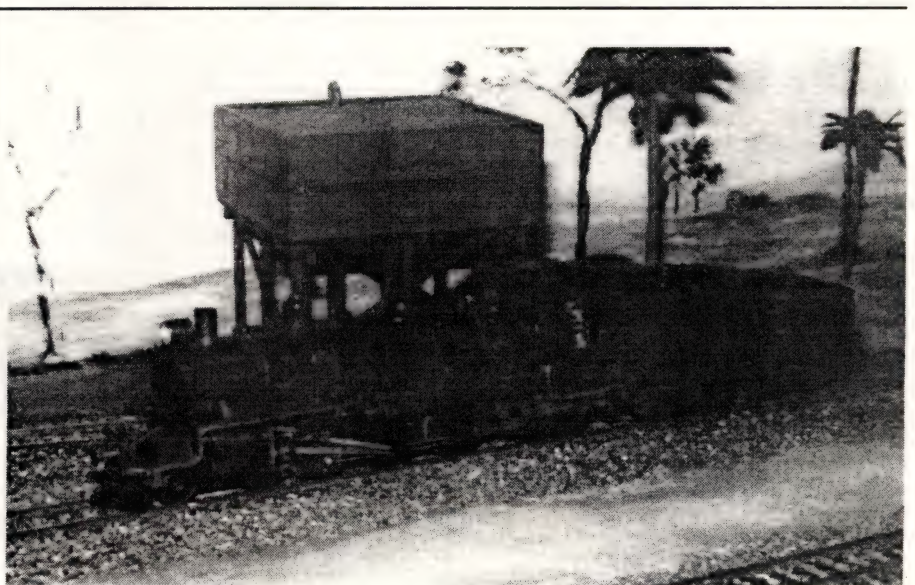
Nev Mann

Lima Motors

In the November issue Alan Brown commented upon certain Lima HO locomotives being fitted with a motor with fly-wheels and not the pancake motor found

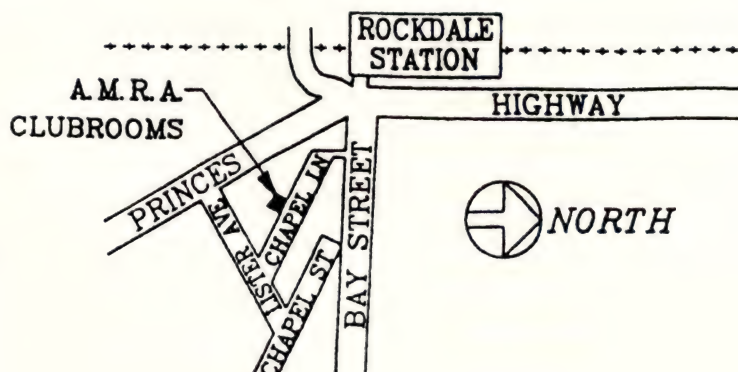
in the Australian outline models. There have been comments in the British press about the Lima OO scale models being fitted with the earlier pancake motor and not the mechanism to be found in the European outline models. It was said that the cheaper motor was fitted at the request of the British distributors, as the ones with the better mechanism would be more expensive to sell. I wonder if the same reason has been given for the Australian outline locomotives having the same pancake motor? Cheap and nasty being good enough!

Ern Raddatz



Dr Garth May's Sn3½ B18¼, believed to be over 40 years old, on display at the 1996 Queensland Branch Exhibition
Photo Steve Malone

State News



President's Report, 1995

Another "steady as she goes" year, largely due to our "steady as she goes" Committee of Management, to whom I extend my thanks for another year's effort.

We have noticeably missed the presence of a Publicity Officer this year, both in the general day - to - day activities of the Branch and more especially at Exhibition time. We are badly in need of one, preferably two, volunteers to take on this role, leaving our Exhibition Manager to get on with managing OUR Exhibition.

Time for the annual reminder, the Branch funds, the cash that pays the bills and lets us enjoy our clubroom facilities, comes predominantly from the income from our Exhibition. If you wish to continue to enjoy these facilities, please don't be backward in coming forward to assist and support OUR Exhibition.

Branch Membership seems to be holding fairly well, with 271 current members, as against 284 members at this time last year, with the odd "later than late" renewal still dribbling in.

Our monthly clinics are still being well attended, despite the occasional absence of Laurie and Al, due to Weddings, Birthdays and Barmitzvars. The Committee can trot out a range of clinics and speakers at fairly short notice, but we would like to know if there are any specific topics you would like to have covered, hence the request for information on the blackboard. The two items listed so far present some difficulties, i.e. a spray painting demonstration would have to be held out in the yard, purely for health and safety reasons, if we can find a demonstrator. The second request - CRAFT - is as sensible as writing up "MODEL RAILWAYS". If the author would care to nominate the particular Craft required, the Committee may then be able to find a suitable speaker.

Having mentioned the YARD, I would remind all members that some few years back, a motion was Moved, Seconded and Carried, that the yard be marked out with parking spaces and a corridor clearly

marked as access to the Clubrooms, this access way to be kept clear at all times. I ask that ALL members adhere to this resolution. It may be acceptable to stand across this access to unload and load models or equipment, but it is NOT ACCEPTABLE, NOR SAFE, to have vehicles parked either within this access way, or across this access way. DUTY OFFICERS, please note.

During the past year the Committee has discussed long term possibilities for the Branch. It would seem unlikely, without a wealthy benefactor turning up with a lorry load of money, that the Branch could ever afford to move to better suited premises any where near our current Clubrooms - a quick look at the local Real Estate adverts will verify that. I have asked the Committee members to come up with any thoughts or suggestions as to how the clubrooms could be developed. There have been no firm suggestions as yet, but should any member like to put forward any suggestions, they will, I hope, be considered by the incoming Committee.

The aim at this stage is not to try to produce a final plan, but to be able to approach Council with a proposal, then see what they will allow us to do. We can chart our course from there.

Club Layouts

N Scale

The scenery and structures have been growing steadily throughout the year.

It is not uncommon to find David and upwards of five or six members working away of a Monday evening.

O Scale

I don't seem to get upstairs very often these days and all we hear downstairs is the rumble of trains going overhead. The O members have advised the Committee that they do not want a specific O Scale day in 1996.

HO Scale

Ralph and his committee are working up the scenery in a number of areas of the layout. Plans are afoot to rebuild parts of the layout including renewing the READ area in its entirety. These things don't hap-

pen overnight, especially if left to a few willing workers, hence the inclusion of work day / nights in the program.

HO Scale Exhibition Layout

We have taken a lengthy pause while Glenn came up to speed on our CAD package to draw up this layout. I hope to present this plan to the March Committee meeting for approval, then construction can begin.

Over the last couple of years, the Management Committee members have represented the N Scale layout, the Exhibition HO layout and the Prototype Operating Group. There is no representation for the HO layout or the O Scale layout. I leave you to consider if each of the layout groups should be represented on committee.

On behalf of the Management Committee and members of the Branch, I would like to thank our LADIES, for looking after us so well throughout the year. I get into trouble if I name names, so I will only single out one - Congratulations again to SHIRLEY HEATHERINGTON, a MERITORIOUS AWARD well and truly earned.

In closing, I would like, once again, to thank my Committee. They have all worked well on behalf of the Branch, but a special thank you to the two hardest workers, Ross Moore and David Bennett.

Phil Kelly
President
NSW Branch Inc. 1995

Addendum to President's Report

At a time when this Branch seemed to be in a state of Civil War, I was approached by Bob Wardrop with the request that I should take on the job of Branch Secretary, as not being a regular attendee at Rockdale and having not long retired from a few years stint as Federal Vice President, then Federal Secretary, I could hardly be taken as other than non-partisan by the Branch members. Having been Branch Secretary for a number of years following the removal of the Federal COM to NSW, I could not plead ignorance, accepted the nomination and was duly elected.

My major success for that year, was to

be able to nominate Tom Parkes for the Meritorious Award and defeat the opponents to my nomination. Tom and I may often not see eye to eye, but Tom's efforts as Branch Secretary, particularly in the lead up to Incorporation, had gone totally unrecognised up to that point.

I was not enthused by some of the happenings of this year, including the knowledge that the Branch was referred to in some quarters as the "Old Men's" Train Running Association", so that when, as the year drew to a close, then President, Frank Potts, asked at a COM meeting if any one was interested in being President next year, my answer was an unequivocal "I will", so you see Tom, the Presidency was not so much handed over to me, as taken by me.

My ambition was to get the Branch moving again, push a few ideas, get the Committee away from dependence on the President and get out.

I think I can claim some successes. Although I was told that "Norm won't allow it", the stairs from the lobby to the O Gauge layout are in place and used more than the original "ladder", much of the labour put in by Norm. The Emergency lighting system is in place, although I was told it was a waste of money — Fred Green ended that discussion by reminding Norm of the time a soldering iron was laid on an extension cord and they both had to crawl through total blackness to find the stairs. The big button, just inside the front door, now ensures that the last person out of the hall at night, no longer has to manually switch off the Main Switch and then stumble out through the darkness from switchboard to front door. During my second year as President, at least, the Committee was able to operate whether I was involved or not and I think I had gotten the idea through to the Ladies that it was not necessary to get COM approval to put up the price of cans of soft drinks. If the purchase price goes up, then the selling price must go up.

In the first year I worked on my contacts and brought Col Gilbertson back into our programme, Col has presented a very interesting slide evening each year since. I managed to get some interest going in clinics again, resulting in the irregular clinic nights with Laurie and Al, which have produced positive results in both the interest in modelling and a number of new members. It came as rather a surprise to hear Bert Heatherington commenting at this past AGM that "no one is building anything these days". One can only assume that Bert, like many others, does not bother to read the Branch Programme, nor does he bother to suggest items for the programme to the COM. The President's Cup, with cash award has been my personal means of encouraging modelling and the Annual Modelling Competition held at our Exhibition. It was a great pleasure to be able to finally present the cup to a NSW Branch member at the 1995 Exhibition.

On the other side of the coin — The Exhibition Express covered about half its costs the first time around, which was pretty good, but even the experts couldn't foresee the state of the economy the fol-

lowing year, so until a brave sponsor comes along TEE has steamed into history. I think it was on the day I became Branch President that I was approached by Brian Tyson with the request that the O Gauge layout should be converted to three-rail instead of stud contact. My response was - if you think that is a good idea, then you are appointed to the O Gauge layout committee and that is your project. Twelve months later, when seeking a progress report on the third rail change over, I was told - "Oh I couldn't offend Norm" - seems it's OK if the Branch COM offends Norm, although if, as I was told, the Norm Read and Col Shepherd Exhibition layout was three rail, I shouldn't think Norm would be offended by conversion of the Branch layout from stud contact to three-rail, as long as he wasn't asked to do all the work.

During 1993 I seemed to have achieved about all I wanted to, as well as starting to run dry in the idea department so I was looking forward to the next AGM and retirement as President. I arrived home from an additional COM meeting to find that my wife had suffered what was to prove to be a fatal asthma attack. Words just cannot express my gratitude to the members of the NSW Branch for their support at that time and since.

Re-elected unopposed in 1994 and 1995 I had been given at least one more reason to get on with life, which I did appreciate. Mid 1994, my employer for the previous 16 years closed their doors and I went into business for myself, by myself, a very wearing experience when you don't even have someone around to answer the phone while you go to the loo. As 1995 approached its close, as I had done each year previously, I inquired of the COM, who was prepared to give it a go again the next year and was gratified to get a full response. I also asked Allan Tonks if he was ready to take on the President's job yet, to which he answered no, which is the main reason most of this was not included in my original Report, and left me looking forward to another wearying year. This being so, why did I accept nomination? Well, at least some time in the future, some twirp isn't going to be able to complain that Allan was handed the job. Why did I not accept nomination for Committeeman? I happen to believe that a new President needs to make his own way and make his own mark. I'm quite happy to return to my old ways of just attending those meetings which interest me, without the feeling that I still have to attend every meeting. You will still find me knocking down goodies at Auction time, which I have now been doing for closer to 30 than 20 years.

My congratulations and thanks to Allan and the 1996 COM.

My apologies for the delay in publishing this report, I have had to do a number of inter and intrastate trips so far this year, plus running a Model Railway course for Bankstown Evening College and becoming a grandfather for the first time. This all tends to eat up time. My grandson has already been entered on the Reserves List for the NSW MRC. His other grandfather is Howard Armstrong, so if he doesn't like

trains, he will be in strife.

Once again, I would like to thank all those who have served on the COM with me, over the last several years.

We have lost a couple along the way, but both Bob and Fred have left their mark on the Branch. I would also, once again, thank the Ladies; God bless 'em, and all those members for their support and friendship when I needed it most.

Phil Kelly

Sale of the Late Bob Wardrop Collection at Rockdale, 9th December 1995.

Norm Read provided the venue, Norm, Arthur Harris and I carried out the examination and listing of the balance of the Bob Wardrop Collection. The NSW Branch made the Club Rooms available for the sale on the 9th December 1995. When that day came, my temporary location was in the cardiac ward at Sutherland Hospital, but the Medical and Nursing staff determined that an association with Rockdale would be good therapy, so Arthur Harris provided the transport for myself plus medications and instructions, for what became a busy, but rewarding day.

Norm and Graham Larmour, with assistance from Ross Moar, arranged the main display of the items, which leaned heavily towards kits, buildings and electronic parts. Any doubts that Bob had been equally competent in the acquisition of those exciting bits and pieces of obsolescent and obsolete, but valuable commercial items for the Railway Modeller were quickly dispelled. The power transformers, relays, relay sockets, meters, terminal strips, etc., etc., - all so very useful and necessary for the layout modellers were priced to sell quickly and to provide a satisfactory compensation to the Wardrop Family.

The afternoon was quite busy and passed quickly. There was a mild flurry when in my role as Treasurer, some \$37.00 was found to be in excess of the lists of the items sold, then Norm Read explained that additional items had been introduced and had not been listed. Although the lists did not include, on this occasion, those desirable models in brass of the NSW locomotives, the total amount of all items sold was very satisfactory. Robert and Allan Wardrop, who were present during the sale were most appreciative of the effort put in to examine, list, price and sell so much equipment.

The firm impressions were that all members who attended were well pleased with their purchases and for the opportunity to extend, in a practical sense, some appreciation of Bob Wardrop's contribution to Railway Modelling generally and to the NSW Branch of AMRA in particular.

Arthur Harris drove me back to the Sutherland District Hospital, where Staff were pleased to know that the day had been successful and were quite tolerant when my self testing routines became rather erratic.

The Wardrop Family extend their deep appreciation to all members who gave untiring assistance; to the Branch for the use of the Clubrooms and to the members

who purchased with such enthusiasm.

The Wardrop Family was well pleased with the results of the sale and do trust that all purchasers were equally pleased and satisfied.

The sale was indeed a fitting expression of appreciation to such a dedicated member as Bob Wardrop.

Tom Parkes

NSW State News

Announcing The 1996 Amra Nsw Open Modelling Competition in conjunction with The 34th Sydney Model Railway Exhibition Saturday 5th October 1996

OPEN and RESTRICTED Divisions
Six categories covering Locomotives, Rolling Stock and Structures, plus a Secondary School Student's Award and a President's Award Contact the NSW Branch for an information leaflet.

Branch Diary

Saturday 6th April - Scenery Demonstration & Layout Operation

A reasonable rollup of 30 members and 1 visitor arrived for our regular Saturday running day, combined with a scenery demonstration by Ian Conway-Powles of "Simply Glues". O gauge did operate with some maintenance carried out by a few regulars. HO did not appear to have their usual capacity of operators although all seemed to be enjoying themselves. N gauge saw the usual few operators, slowly increasing but not quickly. Ian Conway-Powles was to give a half hour scenery demonstration which due to the interest of members extended to nearly one and a half hours. This demonstration covered mostly rock moulds and the painting and finishing of the end product. All of the Simply Glues range were on display and many purchases were made by members. Ian indicated that a rebate would be paid back to the Club as a commission on all products sold until such time as a distributor is set up in the area. I would think a lot of members over the next couple of days were experimenting with Ian's methods. -IM

Friday 26th April - Col Gilbertson's Slide Night

21 members were present for our annual visit by Col Gilbertson and as usual he didn't disappoint. Col's detailed recall of just about every slide I have ever seen him present never fails to impress. This night the audience viewed: Steam on the North & West c.1967; WA Steam in service c.1971; the recent changes at Wallerawang, with before/after shots and a detailed discussion on how to create a bottleneck (see April's "Railway Digest"); Col's usual 'Year In Review'; and "Rail Round Tasmania" last April. Ralph Wambeck ended the night (and started the morning so I'm told) with a selection of his work. Once again, a top night. -GP

Saturday 27th April - Open Rooms and Monthly Forum

Another reasonable rollup of 22 mem-

bers and 3 visitors arrived for our off-Saturday running and modelling day. Visitors for the day were Gary Pilmore from AMRA WA, who comes to Sydney regularly & will visit us more frequently; and Jack Wood and Margaret Taylor who seemed to enjoy the O gauge operations. Trackwork was being re-laid on the HO layout, however this did not restrict those few who wanted to run on the day. For the first time in quite a while no one was active on the N gauge layout. At afternoon tea the monthly forum took place where the question was asked of the members, "On an official Club visit day would you prefer to see the clubrooms open for those members who do not wish to participate in the visit?" The answer was a definite YES. It was suggested that our modelling competition should be extended to allow the category of 'Best Apparatus Model' and a photographic competition was also mentioned. For our forthcoming airbrushing demonstration it was suggested that it be conducted outside in the carpark because of the fume hazard. -IM

Layout Sub committees

HO Layout

R. Wambeck, A. Harris, E. Hogan and W. Cox.

O Gauge Layout

N. Read, D. Stone, G. Larmour and B. Tyson.

N Scale Layout

D. Bennett, N. Watson, G. Watson, I. Macleod and M. Zimmermann.

U-Drive Layout

R. Stell, R. Comerford, B. Willcockson, L. Blackmore, J. Spinella and Mrs J. Spinella.

Exhibition Layout

A. Tonks, G. Percival and J. Parker

Layout News

HO Main Layout

THE TRACK PLAN for the redevelopment of Read is undergoing some final adjustment as a result of the June COM meeting, and should be frozen during the life of this "Journal". The final work involves the relative placement of the car sheds and back goods sidings.

Exhibition News

APPLICATIONS TO EXHIBIT are being reviewed and acceptances will be sent by the time you read this. What can be said is that there will again be over 70 stands, including some exhibitors new to Liverpool, and the live steam ride returns too. It is hoped also that the shuttle bus service will operate. MEMBERS WHO RESIDE in the Sydney area, or who have otherwise requested, should have their worker's information kit at around this time. The COM sincerely wishes that all those members can contribute to the success of the event. As the recipients will note, apart from there being two Roster Clerks this year, there are more jobs listed with more information on what each entails. The questionnaire has also changed so that Barry and Ralph can better gauge what skills (professional or otherwise) our volunteers have and therefore more effectively utilise the workforce. PLEASE RE-

MEMBER - RETURN YOUR ROSTER QUESTIONNAIRE BY FRIDAY 23RD AUGUST.

AMRA NSW Clubwear

Due to the steadily decreasing rate of orders as most regulars have previously stocked up, orders will now only be processed annually - in the second quarter of the calendar year. Shirts may now be ordered with a preference for either the existing beige (Natural) or a smart grey/white fleck (Pewter). Replacement order forms are available from the Clubrooms and Federal Registrar (in new members' mailout).

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials. PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods. SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods. TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd Caringbah, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travelled in. More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop

Attendees at Rockdale will notice the display case mounted in the Foyer - this will be the focus of the Shop in the future as items will be on display and sold from the showcase by either the Duty Officer or Publicity/PR officers.

Club Shirts

Adult sizes 16-26 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered Bonds "The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) or grey/white fleck in colour, with AMRA logo on non-pocket side & your name above pocket.

Club Jackets

Adult sizes 14-26 \$38.00 ea.
 Child sizes 6-16 \$30.00 ea.
 Postage (if desired) \$ 5.00 ea.
 "Kay's Custom Sportswear" or "Bonds"
 premium jersey fleece zip jacket, embroi-
 dered +and personalised as above. Dark
 brown in colour. Orders placed for July
 may be delayed.

Orders usually processed late January and
 July for Clubwear.

Club Videos

A.M.R.A. in '92 \$18.00 ea.
 AMRA '91 \$15.00 ea.
 Both together \$24.00 ea.
 A.M.R.A. in '92 appended to your AMRA
 '91 \$ 8.00 ea.
 Postage (if desired) \$ 4.00 ea.

Call In, Call or Write for order forms for
 any of the above!

Souvenir "Sydney Model Railway Exhibi-
 tion" Mugs Limited Edition! \$ 7.00 ea.

Gauges to AMRA Standards

Limited Stocks!

HO Gauge

Wheel/Track Code 100 \$ 3.40 ea.
 Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.
 N Gauge Wheel gauge \$ 3.40 ea.
 Track gauge Code 80 \$ 3.40 ea.
 Code 55 \$ 3.40 ea.

M.E.K. Modelling Cement

125ml bottle \$10.00 ea.

Selleys "Aquadhere" one litre bottle
 \$ 5.00 ea.

"Simply Glues" can supply all your adhe-
 sive requirements, whilst supporting
 AMRA NSW at the same time. Contact
 the club for details.

Aluminium Diecast G-Clamps
 \$ 1.50 ea.

two inch (51mm), with plastic foot & han-
 dle

C&K Brand Quality Switches

#7201 DPDT \$ 3.50 ea.
 #7203 DPDT centre-off \$ 3.50 ea.
 #7105 DPDT centre-off \$ 4.00 ea.
 momentary action (for your hand throt-
 tles!)

Light Emitting Diodes (LEDs)
 1.5mm red \$ 0.75 ea.

Diode Bridges Limited Stock!

6A - PIV 100V \$ 4.50 ea.
 plastic encapsulation with centre mount-
 ing hole

Small Alligator Clips

packet of 10 \$ 1.00 pkt
 AMRA Car Window Decals \$0.50 ea.

affix to inside of back window
 Styrene Sheets (set of 5)
 60,40,20,20,10 thou. \$10.00 ea.

Cork Ballast Strips

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.
 1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

Samples Only In Stock:

Genuine Pelton Australian scale coal
 150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N
 scale.

Club Programme Notes

IT IS NEVER too late for programme sug-
 gestions so if you have any, please jot them
 down and send them to the Committee.

Advance Notice

The August Annual Dinner will this year
 be replaced with the AMRA NSW 40th
 Anniversary Dinner, tentatively at
 Rockdale RSL Club, on Saturday 26th Oc-
 tober. Expect a big night!

Branch Programme**July**

Sat 20th Layout Operation (General)
 Fri 26th Layout Operation (UK)
 Sat 27th Open Rooms plus Monthly
 Forum

August

Sat 2nd Clinic: Airbrushing -
 AMRA Members
 Fri 9th Modelling Night
 Layout Operation (General)
 Sat 10th Work Bee 10am-finish
 Sat 17th Layout Operation (Americas)
 Fri 23rd Slides: to be advised
 Sat 24th Open Rooms plus Monthly
 Forum
 Fri 30th Visit to Hills Model Railway
 Society 7:30pm Unit 7,
 Balcombe Hts Community
 Centre Seven Hills Rd,
 Baulkham Hills. Own transport
 - contact Club for assistance.

September

Sat 7th Layout Operation (Australian)
 Fri 13th Modelling Night & HO Layout
 Work Layout Operation, O & N

Gauges (General)
 Sat 14th Work Bee (Exhibition
 Preparation) 10am-finish
 Sat 21st Audio/Visual: "Bring Your
 Best" - all formats
 Fri 27th To be advised
 Sat 28th Open Rooms plus Monthly
 Forum
 Sun 29th Visit to "Model Park",
 Sydney Society of Model
 Engineers Luddenham
 Rd (off Elizabeth Dr),
 Luddenham Own transport
 - contact Club for
 assistance.

October

Tue 1st Juniors Layout Operation
 (General) 10am
 Fri 4th Exhibition Setup
 11am-10pm
 Sat 5th THE 34th SYDNEY
 MODEL RAILWAY
 EXHIBITION
 Sun 6th Whitlam Leisure Centre,
 Memorial Ave, Liverpool
 Mon 7th Sat-Sun 9-6, Mon 9-5
 A\$7 C\$3.50 F\$20
 Fri 11th Modelling Night Layout
 Operation (General)
 Sat 12th Work Bee 10am-finish
 Sat 19th ** OPEN DAY **
 10am-5:30pm
 Fri 25th Clinic: Low Melt Soldering
 (to be confirmed)
 Sat 26th Open Rooms plus Monthly
 Forum
 AMRA NSW 40th

Anniversary Dinner -
 details from Club.

Regular Notes

* WORK DAYS: Wednesdays from 11am;
 most Monday nights 7:30-10pm.
 * Meeting times, unless otherwise indi-
 cated, are:
 Saturdays, 2:00 to 5:30pm
 2nd & 4th Fridays, 7:30 to 11:00pm.

* Facility Fee for members: \$2 (\$1 Stu-
 dent members), Work Days all \$1.

* On Layout Operation days priority is
 given to prototype indicated.

* Guests welcome at meetings unless oth-
 erwise indicated.

* Clubrooms are situated in Chapel Lane,
 Rockdale. Phone (02)567-1899.

* This programme may be subject to
 change without notice. Updated pro-
 grammes available from the
 Clubrooms.

* All correspondence on NSW Branch
 matters should be addressed in the first
 instance to: The Secretary, AMRA
 NSW, PO Box 194, ROCKDALE NSW
 2216.



Queensland branch President,
 Steve Colclough, presides over the
 Brisbane Miniature Train Show,
 1996. Photo Neil Riches



President's Piece

Over the June long weekend, "Wills Street" was exhibited at the Ballarat Exhibition; many thanks to Bob Marsden and his crew who did the transporting and running of the layout. I visited the Exhibition on the Saturday. "Wills Street" was a credit to all involved.

During the last month or so, three of our members have spent time in hospital: Fyfe Thorpe, a severe stroke; Ron Thomas, an infection and Allan Dowel, for surgery. The ways things have been going this year, maybe I might have to change the heading of my column to "Members Medical Bulletin". We all hope that Fyfe's, Ron's and Alan's health will quickly improve.

Our Open weekend is fast approaching. Please give it your full support; Bob Marsden is in charge of the roster. Remember the dates - Saturday and Sunday 24 and 25 August.

The C.O.M. has endeavoured to get some interesting guest speakers for our Monthly Thursday night meetings, unfortunately with not much success. We have managed to get Norm de Pomeroy, a retired VR engineman to be our guest speaker for the August meeting; a night not to be missed.

The Annual General Meeting will be held at Tim Dunlop House, Glen Iris on Thursday 12 September, commencing at 8 pm.

Regarding the proposed changes to the Federal Constitution, set out on the Voting Slip inserted into this issue of JOURNAL, it was unanimously vetoed at the Committee of Management meeting on 20 June 1996. The COM recommends that you vote against the amendments, as there is insufficient time for adequate discussion.

Bob Edwards
President

Annual General Meeting

Notice is hereby given that the 8th Annual General Meeting of the Australian Model Railway Association Victorian Branch Inc. will be held at the Clubrooms, 92 Wills Street, Glen Iris on Thursday, 12 September 1996 at 8:00 p.m.

Ordinary Business

1. To receive apologies.
2. To confirm the minutes of the 7th Annual General Meeting.

3. To receive reports from the Committee on the transactions of the Branch during the last preceding financial year.

4. To receive and consider the Financial Statements submitted by the Branch in accordance with section 30(3) of the Association's Incorporation Act 1981.

5. Presentation of Annual Awards.

6. To elect the President of the Branch and three members of the Committee.

Special Business

1. To conduct any other business of which proper notice has been given to the Secretary in accordance with Rule 13(3).

Nominations for President and members of the Committee and Notice of Special Business to be discussed at the Annual General Meeting must be delivered to the Secretary by 6.00 p.m. on Monday, 26 August 1996.

Nomination and Postal Vote forms may be obtained from the Secretary.

John J. Harry
Secretary

1996 Open House

Further to Journal No 231 (May-June 1996) Page 74, the following information is supplied:

1. Open House will be held on Sat/Sun, 24 & 25 August 1996 from 10 am to 5 pm both days.

2. The sub-committee to handle the organisation and co-ordination of the event is as follows:

L Bugeja	-	General organisation
G Nitz	-	Wills Street Co-ordinator
W&E Secker	-	Advertising Co-ordinators
I McKenna	-	Scratch/Kit Building Co-ordinator
R Pearson	-	Display case Co-ordinator
A McKenna	-	Stonnington Valley Layout Co-ordinator
L Maloney	-	"Kirchberg" European Layout Co-ordinator
P Ogier	-	Outside Layouts Co-ordinator
W Morehouse	-	Willsland Organiser
R Marsden	-	Roster Organiser
J Marsden	-	Canteen/Kiosk Organiser

3. In the upstairs hall, Wills Street layout will be on display on both days; together with 'U' drive, display cases, scratch/

kit building displays, as well as the Canteen/Kiosk.

4. Downstairs on the Stonnington Valley layout, both Australian and UK prototype trains will be operating on both days (this is the first time UK prototype has been run on these days). They are to run in their own train consists and not to be in mixed consists.

Also, Willsland will be open, together with the information stand plus display cases.

5. In the annexe, member Les Maloney will display the "Kirchberg" European layout. There will also be display cases.

6. The Garden Layouts Group will lay, direct onto the ground, tracks on the concrete car park area, as well as their new layout at the front of the building.

7. A roster sheet is available for members to indicate their availability; whether they wish to undertake scratch building, supply models for display and/or operation, donate foodstuffs for the Canteen, act as Night Watchman on Friday and/or Saturday night, etc.

8. Members are to confer with the relevant organiser or co-ordinator if they require further information or any particular requirements or options they may have.

9. Setup will be on Friday 23 August from 10 am to 3 pm and then Friday evening from 7 pm.

10. The Clubrooms will be open from 8.30 am each day and participating members are asked to be in attendance no later than 9.30 am or earlier if they have some special duty which needs to be done.

11. Members are requested to keep the car parking spaces at the front and to the side of the Hall and near the Station clear and to avail themselves of the car parking area at the rear of the Clubrooms.

Parking attendants will be on duty prior to the day's activities to assist with parking. Any member who needs to leave early, please inform the duty parking attendants accordingly. They will arrange for you to park inside near the rear gate. The rear gate will be locked approximately 10 minutes after 10 am and arrangements will have to be made to have the gate temporarily opened from then on.

Your co-operation in these matters is requested and expected.

Do not forget to lock your vehicle at all times.

12. Packing up, clearing away, etc will be from the departure of the last visitor from 5 pm Sunday. Please do not leave it to someone else to carry out this task after a tiring weekend.

1995 Open House - Errata

Further to the report in Journal No 231 (May - June 1996) on the 1995 Open House, the following corrections need to be made:

- a) On Page 74, should read "..... Ron & Daniel Welsh displayed"
- b) On Page 74, should read "..... Clare Vella demonstrated"

Our apologies for getting the names wrong!

General Notes

Social Meeting Held 9Th May, 1996

Visitors: Shane Beaumont and Bill Loughlin, a warm welcome to you both.

Model Competition

Standard Categories: Peter England with a signal box for Brent station, 84 points.

Photo Competition

From The Viewing Platform, North Melbourne, Print: Stuart Westerman, 85 points. Slide: Graeme Nitz, 80 points. Models/Items for Display: Private

Graeme Nitz with book and information on a new eight part kit from Walthers named, The Works. The kit will be issued over twelve months and is based on a US style steel mill. Modellers will need a big area to accommodate it on their layouts. The book by itself is priced at \$58.00 and is produced on quality paper with a number of excellent photos and illustrations.

Bill Morehouse showed a copy of an old map of the Victorian Railways dated 1917. Of interest is the fact that some of the lines shown had yet to be completed and others had not even been started. Copies can be obtained from Willsland at \$1.00 each.

Geoff Brown showed some of the new Powerline Victorian Railways steel cars, one 1st/2nd class composite blue, one 2nd class red and a three car boxed set of 1st, 2nd and Wimmera dining car, all in Art Deco blue. Geoff also showed two illustrated technical dictionaries by Oxford-Duden, one was German-English and the other French-English. Just the thing for translating those difficult words that appear in European rail publications. Illustrations cover a whole range of subjects including the human anatomy, early costumes, boats, aircraft, railways, workshop equipment, machinery, in fact just about anything you care to think about, all parts are keyed for easy translation. Cost of each book is \$40.00 and they are available from most good book stores.

Models/Items for Display: Commercial. Rail Transport Models - Australia

From E & C Shops, examples of the 13 panel aluminium and 14 panel steel versions Coalporters in various road names at \$22.50 each. Also on show were 65 foot mill steel gondolas in lots of road names at \$19.30 each.

Questions From the Floor

Bob Dall - Can we have important no-

tices such as deaths of friends and members posted on the notice board downstairs.

John Poynter - Can we have the library named in memory of Brian Southwell. *

* The idea behind this suggestion came from both John Poynter and Bill Secker. COM have agreed with the suggestion and the library will shortly bear Brian's name.

Graeme Nitz - What is happening with the concrete work. Reply from the President, there has been no movement detected and it looks OK. Will keep under review.

Camberwell - A Report From The Treasurer

Stuart Westerman gave a brief report on the outcome of the 1996 Exhibition. The final result was a very small profit which will not be enough to fully cover our yearly operating expenses for the Branch. The short fall will need to come from our savings.

Library Information

Bill Secker will be carrying out an audit of titles held on the library records, this will then be compared with what is actually there. If you would like to assist Bill with this task, see him at the next meeting. Also if you have titles with you that should have been returned long ago, could you drop them back, Bill will be most pleased. Be assured there will be no reprisals.

New Zealand Convention

Jack Treseder gave a run down of events that were at this years convention, held at Palmerston North. The next New Zealand conventions will be held in Auckland in 1996 and Christchurch in 2000. Start making your arrangements now.

Request for Assistance

St. Pauls at Bentleigh are having a School Exhibition on October 20th, it would be good public relations if we could have a representation for the two days. We need people who can provide rolling stock for viewing and information by way of publications etc. See Martin Prescott if you can assist.

Agenda Item

Films from the Past by John Gardner

John's showing this year took us firstly on a journey to Taiwan and the Philippines. After the interval John took us on a trip from Spencer Street to South Australia where we saw a representative of every class of steam loco operating at that time. The films were taken in Taiwan and the Philippines in 1974 and South Australia in 1966. As in the previous year, the films this year were most interesting, especially Taiwan. Here we covered the coastal mainline railways, with their mixture of steam and modern (for the time) diesel power. The railways were well maintained and operated a fast and frequent service. Perhaps the highlight of this segment was the visit to the mountain timber railways where we saw a diverse fleet of locomotives. We also saw in operation the Shay that eventually became part of the Emerald Tourist Railway's loco fleet in Victoria.

The Philippines was a different story. The rail system appeared to be totally run down and on its last legs.

A most depressing picture, the only

bright spots were the sugar cane railways - here at least there was plenty of activity, even if some of the equipment was in decrepit state of repair. Where else could you see ancient Baldwins, built at the turn of the century and still in operation.

The next film was to turn back the clock thirty years with a visit to South Australia in 1966. The journey commenced at Spencer Street station on a Friday night on a rail fan special. The journey next day saw big SAR steam power at the head of the train for the journey into Adelaide. The next few days saw a multitude of trains, covering most of the lines in South Australia, some on narrow gauge, some on broad, all with steam power up front. It only seems like yesterday; yes, we definitely need films like this to remind us of what did happen not so long ago.

Last but not least was a fan trip to Wedderburn, a short branch off the Robinvale line, again in 1966. R769 took the train from Melbourne to Bendigo, with a K class taking the train to Wedderburn and back. The film was another journey back in time, some familiar faces were seen, looking a lot younger. What I particularly notice in these older films is the condition of track then as compared with today. Most, if not all track operational today has a deeper ballast base and usually has heavier rail. No wonder derailments were a common problem then, especially with fixed wheelbase wagons. Another interesting evening with some great films from the not so distant past; thanks again John.

The late Doug Kelly - a tribute

On 20th April, 1996 Doug Kelly passed away after a long illness. Doug was a long time supporter of the Camberwell Exhibition and owner of "The Branchline" hobby shop. I have fond memories of Doug, dressed in white shirt and bow tie and on the first day of the Exhibition armed with a power saw, drill and other tools, as well as a pile of building materials, and telling all he was going to build a layout and have trains running on it by the end of the exhibition. He did! On each new day of the exhibition it was a new white shirt and a different bow tie, Doug believed in keeping a standard. It was the same if you went to "The Branchline", Doug was always ready to help with your inquiry. Like myself, Doug was a bushwalker and I remember a couple of years back talking over lunch at Camberwell where we were both lamenting the fact we couldn't get out as much as we would like, Doug because of his illness and me because I had become lazy. Yes Doug, you will be sadly missed by us all.

GHB

Social Meeting

Held 13th June, 1996

Visitors: Nil

Model Competition

Winner was Graeme Nitz with a Proto 2000 gondola - 81 points

Runners up were Roger Howell with a diorama featuring silver birch trees and a typical English country fence and Bruce Race with a NSW MCS coach, converted

from a Powerline car.

Photo Competition

Subject, Railway Staff At Work

Winner was Lawrie Bugeja with an XPT at Spencer Street station.

Models/Items for Display - Private and COMMERCIAL

No items were offered for display this month.

Correction

In the last issue of Journal there was a mention of a resistance soldering iron. In fact it is a resistance soldering unit. Considering the price involved this is a much better proposition. Apologies Roger.

Open Weekend - August

Please give serious consideration as to how you can assist on this weekend. Even if you are only able to give a few hours, that time will certainly be appreciated. One area you can look at is providing models for the display cabinets, last year some comment was received to the effect there was a good selection of US and European

equipment, but no Australian on display.

Agenda Item - Annual Auction Night

Under the hammer of Stuart Westerman, with assistance from Lawrie Bugeja (holder upper) and Graeme Nitz (computer operator) a good selection of lots were moved into the hands of new owners. Thanks go to our auction team and to the people who provided the lots, and of course the people who did the buying.

Geoff Brown

Local News

Noted on a Down National Rail slab steel train to Long Island on 15/5/96 were two V/Line X class, one V/Line H class and two Great Northern Rail Services locos, numbers 376 and 377, total train length was 40 wagons, equal to 3200 tonnes. Later in the same day locos 376 and 377 were leading the return train of empty wagons.

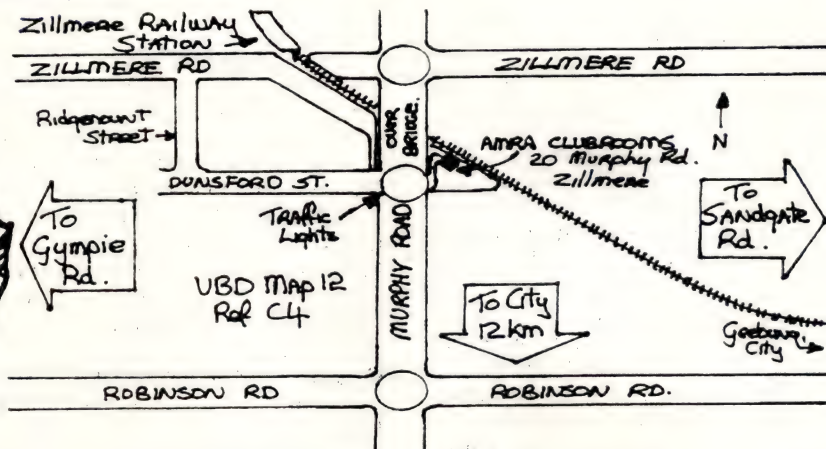
Noted at South Dynon on the weekend of 25/26th May was an Australian National ALF class. The CLP are quite common,

being used on The Overland. Perhaps we may see the CLF in the near future?

Noted in Weekly Operation Notice dated 28.5.96 is authorisation for 442 class, DL and EL class locos to operate within Victoria; all will operate at a maximum speed of 115 Km/h. Loads for the 442 and DL locos will be the same as the G class, loads for the EL loco will be the same as the X class. More recently the 442 class have been seen operating on the Melbourne-Adelaide line. The locos are painted in the Silverton Tramway livery and are on lease to National Rail.

Ex Westrail J104 has recently been sold by Great Northern Rail Services to the Rail Technical Support Group, another Victorian based operator. The loco has appeared in the last few days in an overall electric blue livery with a silver trim around the loco at walkway level, it looks quite nice, when seen it was sans owner identifier lettering.

Geoff Brown



From the Secretary

Our search for a Branch Sub Editor has ended with Ray Adams volunteering to take on the task so in future all Journal material can be sent to Ray. Ray's address is in the credits section at the front of Journal.

Not too much to report this issue. Since the May show, life has settled back into a more "mundane" routine. Work on the layout progresses well, from what I can see it won't be too long before trains are running on it. The grounds and exterior of our club facilities look a picture, thanks to the efforts of a dedicated few.

Since the last issue of Journal we been advised by the Gaming Machine Benefits fund that our application for a grant has been accepted for CONSIDERATION. If we are rejected this time, all is not lost, as our application will be reconsidered on a three monthly basis over the next twelve months - so we're really in there with a chance.

On Thursday evening the 26th of September, Ian Fainges has kindly offered to demonstrate the preparation and painting of backdrops for layouts. I'd like to encourage everyone who can to come along a watch this demo, I think it will be one of the highlights of the year. Ian and his dad Jim Fainges were responsible for the back drop of Michael Bertuccis "PLATYPUS MILL" layout seen at this years show. I'm pretty sure everyone who saw the back drop

was impressed with their work so keep the 26th in mind and come along.

Former President, Secretary, Librarian and a few other positions that won't come to mind at present (it's 3.00am), Tony Weber, marries the light and love of his life Kellie Ann in Townsville on the 7th of September and I'm sure everyone will get behind me to wish them all the best for the future. Tony and Kellie - here's a few words of advice. I once heard marriage described as a three ring circus. First comes the engagement ring, then the wedding ring and finally the suffering, but for Kellie I hope for your sake that third ring is an eternity ring. For Tony, well an eternity ring just wouldn't look right on his finger so, Kellie Ann, may I suggest a BRASS HO SCALE UNION PACIFIC CHALLENGER would look great on Tony's layout and then he's yours for an eternity.

All the best and happy modelling

Bob Mawson

Queensland Branch Timetable August

Thursday 22nd Don Warn will demonstrate white metal soldering. Also on the same evening an auction will be held for the sale of the Club's unwanted and surplus equipment.

September

Sat 7th Club and layout activities.

Tues 10th Daylighters get together

Thurs 12th Club and layout activities
Sat 21st Club and layout activities
Thurs 26th Ian Fainges will demonstrate the painting of back drops.

October

Sat 5th Club and Layout activities
Tues 8th Daylighters get together
Thurs 10th Club and layout activities
Sat 19th Club and layout activities.
Thurs 24th ANNUAL GENERAL MEETING commencing at 8.00pm.

Annual General Meeting

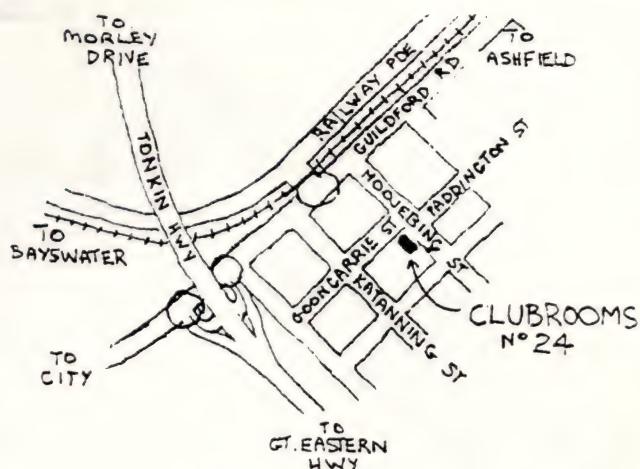
This notice is placed in Journal to notify all Queensland Branch members that the Branches AGM will be held on Thursday the 24th of October 1996 commencing at 8.00pm.

Queensland Sn3½ News

The AMRA Queensland Branch Exhibition in May was seen by some as a revival for the Sn3½ scale after a few years in the wilderness. Present were Ron Fox's 28' long Dutton Park Station layout, two manufacturers of Sn3½ rollingstock, and the publisher of the magazine "Queensland Sn3½ Modeller", Frank Savery.

Many of the entries in the Steve Suggitt Memorial Competition were also in Sn3½ scale. Ron Fox won first place in the locomotive section with his B13 4-6-0. Special

Continued next page



Simon's Scoundlings

Annual General Meeting

The formal notice for the 1996 Annual General Meeting is enclosed [to members only] together with the draft minutes of the 1995 AGM. Please make every effort to attend this most important meeting where the composition of the Management Committee will be decided. It is also the opportunity for you to comment on the affairs and conduct of the Branch. Please make every effort to attend as we must meet the quorum requirements for the meeting to proceed.

The 1996 Model Railway Exhibition

Gary Arcus and Ted Thoday have made mention later in this issue of the exemplary manner in which our young members conducted themselves during the Exhibition. I fully agree with these comments. Well done and thank you.

This was one of our most successful Exhibitions. Attendance was our 5th highest ever, 60% up on last year and 16% bet-

ter than the 'all exhibitions average'. This in no small way is due to the work put into the Exhibition by those who brought their layouts along and those who helped out with the multitude of other tasks necessary to actually get the show on the road and keep it functioning throughout the weekend and then return all the exhibits, etc., to their normal homes. A particular 'thank you' to Gary Arcus for bringing the whole thing together. In his article [pages 3 to 5] Gary has acknowledged the efforts of a number of other people. I fully agree with what he says.

Thank you most sincerely all exhibitors, particularly those from country towns, and AMRA members for the effort you put into making this such a successful exhibition. Well done everyone. I estimate that over a hundred out of our 400+ members actually took part in the exhibition; where were the other 300??? Did they pay to see the Exhibition or just stay at home and miss the whole thing?

The Guinness Book of Records Attempt

As many members will be aware the Arid Australia Group set out to beat the Guinness Book of Records record for the most vehicles hauled on a model railway. The record of 501 vehicles was held by an American group.

Ted Thoday and I were invited to act as adjudicators to Arid Australia Group's attempt. Our job was to certify the number of wagons in the train at each attempt and the number of laps covered by the train non-stop. We will certify the required Guinness Book of Records documentation.

On Saturday the record was broken with 502 wagons in the train. On Sunday this was improved on with 602 wagons and on both days the train covered two laps of the layout, exceeding the distance covered by the Americans.

On Monday 650 wagons were in the consist, the train covered approximately 2.25 laps before a derailment of one vehicle's bogie caused four other severe derailments along the train's length, halting the train.

As a result of Monday's record the Arid Australia Group has exceeded the number of vehicles in the American train, the distance covered by their train and the linear length of the American train, whose vehi-

cles were longer than those used by the Arid Australia Group. The prototype distance covered was about 16.5km!!!

The Arid Australia Group's train was based on Hamersley Iron's heavy ore trains which run in the Pilbara, the locomotives and ore wagons being in Hamersley's livery.

Congratulations to the Arid Australia Group and all those involved in the attempt - a fantastic achievement. Is it true that you're going for 1000 vehicles next year???

Exhibition Trophy results.

The Bill Gardner Cup - Stand 3 - Burges Siding

The Richard Smart Memorial Cup - Stand 28 - Alton

The Jack Stanbridge Trophy - Stand 28 - Alton

The AMC Trophy - Stand 4 - Hilton Valley Railway

The AMRA WA Branch Trophies for the best presented stands:-

The Best Presented Operating Layout - Stand 21 - Arid Australia

The Best Presented Non-Trade Stand - Stand 32 - BRMA

The Best Presented Trade Stand - Stand 12 - Stanbridge's Hobby Shop

Congratulations to all those involved in these stands.

Simon Mead
President

Railway Modelling Workshop Series

Following the request for expressions of interest in a point-making series [April issue] four members have put their names forward. As there is considerable variety in what the individual members require we will discuss their individual needs with them before deciding on the best way to approach their requirements.

Barry Keens
Ted Thoday

1996 Model Railway Exhibition

For those who have not heard, the 1996 Model Railway Exhibition appears to have been our most successful for a number of years. This is a very gratifying repayment to the many people who have invested time, energy and money in fostering the development of the hobby in WA. Everyone who

Notes continued from previous

page

mention to 13 year old Owen Coster for his scratchbuilding efforts, who entered an entirely scratchbuilt Sn3½ QR Bogie Tank Car with finely detailed underframe and details. Owen writes articles for the Sn3½ magazine on detailing the Sn3½ kits.

The models by the Late Dr Garth May were on display, beautifully restored by Ron Fox, as mentioned in Journal 230. Ron's ASG was a popular performer for viewers, receiving many requests from visitors wishing to see it in operation again. The ASG uses a Lima chassis.

The displays proved that Sn3½ is ideal for those who prefer modelling in a larger size, where steam loco mechanisms are easier to modify or build. Some photos from the show are included.

contributed should be proud of their effort - there are many of you who sold tickets, worked on layouts, cleaned areas, erected and maintained barricading and generally made it all work - thank you.

Without a doubt, however, the thanks of everyone involved must go to the Arid Australia Group for the idea and the work over more than a year to run and promote the World Record Attempt for the longest model railway train [previously 501 wagons]. Not only did they succeed in that endeavour, but they also provided an attraction for the news media which I am certain led to the substantial increase in attendance this year. This small group of modellers [the owners Tony Gray, Ian Rourke, Len Hughes, Kim Millar] and some friends have put the hobby in front of most Western Australians - even those who did not attend the Exhibition.

For those not aware of the final result: on Monday 3 June 1996 the Arid Australia Group completed just over two laps of a 72.1m [237ft, the equivalent of 6.28km] track, with a 650 car train of iron ore hoppers, pulled by four locomotives - equivalent of a scale 10.3 miles (16.5km).

The train used Roundhouse hoppers coupled in pairs with a rigid link and Kadees between each pair [as in the Hamersley Iron prototype]. The locomotives were Athearn mechanisms under Railpower bodies.

A major feature of this event is that this was achieved on a scened track, not just bare boards, and that the group ran many other representative trains over the weekend.

There are many opinions about the Exhibition but I think the consensus is that this year saw a generally higher standard of modelling overall. Certainly this seems to be supported by the marks in the trophy judgments which show a higher level than in the last few years [although different judges are used each year]. It was noticeable that a number of our regular Exhibitors had worked to add to and improve their Exhibits - thanks for your efforts.

This year's Exhibition saw a quite different mix of layouts to those of the past few years. Thank you to the new Exhibitors and to the layouts which have not been seen for a number of years. In particular a larger number of 'island' layouts were presented and our hall plan turned a couple of others into 'islands'. I think that this style of hall plan is much more attractive and it certainly seems to fill the space better.

AMRA WA set itself a heavy exhibiting load this year with three layouts on display in addition to the two Raffle/Magazine sales stands, the Advice Centre and the staffing of ticket boxes and administration. As a result we had just enough people to run the Exhibition.

The AMRA layouts "Haltwhistle" and "West-N-Trak" were excellent ambassadors for the Branch with the considerable amount of work going into each of them in the last few months clearly paying off.

Haltwhistle has been the club's 00/16.5mm stalwart for many years [approx. 18] with constant activity on club nights

and days. Unfortunately running repairs and temporary fixes over the years meant that the working group needed to do considerable work to recreate a transportable layout by eliminating twisted wire joins and wires run across baseboard joins. During the evaluation it was also discovered that the old power supply had badly leaking main capacitors and could have failed at any time. A number of the point motors were also replaced and many additional trees were added and the scenery cleaned and refurbished. The result however was excellent - Haltwhistle ran realistic trains on its main line all weekend and there was constant branchline to-ing and fro-ing. Well done to Norm Turner, Henri Raafs, Chris Knight, Alan Higgs and the others who helped run the layout so well during the Exhibition.

West-N-Trak was set a very difficult task in January 1996 - to be ready for display at this year's Exhibition as it was anticipated that we would need an additional large island layout. Barry Bryant and his group brought forward their plans by twelve months and added a large new 12 track set-up group of modules to the layout along with new control work and re-wiring. While doing this they made the excellent decision to ballast and provide basic scenery to this area as a model of a real 'yard'. This allowed the layout to be viewed from all sides and really improved the appearance and accessibility to the visitors. It allowed visitors to see operators preparing trains and thus provided an avenue for opening discussions. It also was a very realistic US yard when full of long trains and with one snaking its way through the middle of them. Great thanks are due to Barry, Ian Wood and Dave Waters and the rest of the team for considerable work before the Exhibition and to the additional supporters who staffed the display during the weekend.

Special mention must be made of our two country Exhibitors, Bruce Norton from Albany and John Miller from Merredin. Bruce's trip was sweetened by winning the Bill Gardner Cup.

Special Thanks

A successful Exhibition depends on the work of many people and I am usually loathe to try to mention some people over others. However I must highlight my special thanks to some people who put in work over a long period to make the exhibition successful:

Simon Mead - for layout design and considerable work in transporting layouts and equipment.

Alan Porter for construction and maintenance on AMRA's booths, for preparation of the money and tickets, and for absolute perseverance when his car broke down in the middle of the Exhibition when we were depending on them for towing etc. - all the while being a key component of the British Railway Modellers of Australia's "we show you how" stand.

Barry Bryant - for coordinating and building the West-N-Trak layout at short notice while continuing with his Secretary's duties.

Ted Thoday - for great assistance with the judging organisation, rostering and coordination activities during the weekend.

Exhibition Snapshots:

The great sight of a 40 metre line of waiting visitors on Saturday morning.

The good 'problem' of running out of some made up tickets on Monday.

The staggering sight of people five deep around the entire length of "Arid Australia" on its record attempts.

Alan Porter constantly demonstrating his 'Module Modelling Table' to groups of 20 people.

Our youngest members running 'Ossie Gully' with Thomas for the littlest visitors.

Someone recognising Haltwhistle from the original but commenting that we had too many trees!

A member's comment that "For the first time in years Haltwhistle was operating to its capacity and as it should do."

The many positive comments from people as they were leaving.

Gary Arcus
Exhibition Manager

Programme

July

Monday 22nd Australian Railways Special Interest Group meeting Note 7

Wednesday 24th General Club Activities Note 1

Friday 26th Southern Railway Modellers Group of WA Note 12
- Topic to be advised

Saturday 27th General Club Activities/Special Work Day Notes 1 & 8

Monday 29th General Club Activities. Note 1

August

Friday 2nd 'N' Scale Special Interest Group running night Note 4

Saturday 3rd General Club Activities Note 1

Monday 5th The Railway History of Midland Junction Note 16

Wednesday 8th LMS Modellers of WA Special Interest Group meeting - General merchandise open wagons, not 7 plank & steel mineral wagons Note 3

Saturday 10th No Reserves Auction - 150 lots maximum Note 17

Monday 12th Sn3½ Special Interest Group meeting Note 2

Wednesday 14th Bring, Run and Tell Note 18

Friday 16th 'N' Scale Special Interest Group Meeting - Airbrushing with emphasis on weathering Note 8

Saturday 17th Special Project Afternoon/General Club Activities Note 10 & 1

Monday 19th General Club Activities Note 1

Saturday 24th General Club Activities Note 1

Monday 26th Australian Railways Special Interest Group meeting Note 7

Wednesday 28th Locomotive Hauling Trials Note 18

Saturday 31st General Club Activities Note 1

Meeting Information

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [right opposite to Paddington Street]. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works. The times of the meetings are as follows:-

Mondays and Wednesday: 2000 Fridays: 1930

Saturdays: 1330

The Duty Officer will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer, if it isn't obvious who the Duty Officer is, please ask someone to find him for you.

The Duty Officer will show you around the Clubrooms, which we know to be the best of any model railway club in Western Australia and possibly anywhere else in Australia! and introduce you to other members whose modelling interests are similar to yours.

Members pay a small fee at each meeting; this covers some of the general operating expenses of the Clubrooms and entitles members to free hot refreshments [tea, coffee, Milo] and a biscuit [or two]. Visitors are not required to pay a fee unless they keep coming to the Clubrooms week after week without even giving a hint about joining the Association [and, thereby, the Branch].

Canned soft drinks are available from the refrigerator in the Meeting Room, the key is held by the Duty Officer. Cordial and chilled water are also available from the refrigerator at no cost.

Programme Notes

1. At General Club Activities meetings, you may use the Branch facilities more or less as you wish [provided you recognise the feelings and entitlements of other members] - you may run your own trains on the Branch's layouts [Sn3½ models may have difficulty in passing the platform edges on 'Haltwhistle'], or you can use some of the Branch's gear [see the Duty Officer for access to the models]. You are welcome to assist with work on the various layouts, Student Members are encouraged to assist in the development of the Student Members 16.5mm gauge layout.. Our video, book and magazine library is at your disposal, to browse, borrow to take home, or to play your selected video on the Branch's VCR. You may also make use of our Work Station for that job you haven't been able to do at home - you must be accredited for the use of the Lathe and Air-Brush [see the Duty Officer for access to this equipment.] If all these activities seem a bit too arduous, you can chat away to like minded railway modellers. Having trouble with your latest project? Don't know where to find the answer? Find the Duty Officer and he will either answer your question[s] or find someone who can.

2. Are you interested in modelling the

local scene? At the Sn3½ Special Interest Group meetings you can try your hand at building a model of a fairly simple WAGR prototype, under guidance of experienced modellers, and as you develop the necessary skills progress to more complex models. Most of your modelling requirements can be obtained through either "Paddington Market" [styrene sheet, MEK, soldering flux, etc.,] or from the Railwest Models sales person present [wheels, compensation units, castings, brass rod, and various kits, etc.,]

3. These monthly meetings of the LMS Modellers of WA aim to inspire modellers of the London, Midland and Scottish Railway, its many constituents and its successor, British Railways [London Midland Region] to greater heights. There is an exchange of information on chosen topics, LMS models availability, modelling hints and tips, mutual admiration of each other's LMS modelling achievements and general chit-chat, but only on LMS matters. Interested in 'things' LMS? Then come to one of these meetings.

4. The 'N' Scale Special Interest Group meetings are designed to allow active modellers in 'N' scale to enjoy some running on the Branch's "West-N-Track" layout. However, you don't have to be an 'N' scale modeller to participate in these meetings.

7. For those modellers who are interested in modelling the standard and broad gauge railways of Australia, whether Government owned or privately owned, a monthly meeting to discuss common problems and sources of supply of proprietary and kit models and modelling materials.

8. A requested repeat of a favourite subject. Ian Wood will be expanding on his previous talk and will describe the various types of air brushes and their uses. There will be a hands-on practical session for those wishing to learn the finer points of air brushing. There will also be a demonstration of the art of weathering using an air brush and again there will be a practical session, so bring along your rolling stock and have a go at weathering them.

9. Match your best [or, for a laugh, your worst] locomotive against our 'Dynamometer Mk.II' to see how much [or how little] they can pull, as measured outright, as a proportion of their weight and according to their electrical/magnetic/mechanical efficiency. Please limit the number of locomotives you bring to NO MORE THAN EIGHT - otherwise we could still be in the Clubrooms well after midnight!! Members are asked to complete an entry form before they place their 'steeds' in the 'saddling enclosure'. At the end of the Trials, the top copy of these forms will be returned to the owners with completed calculations of how they went. If possible, complete the entry forms before coming to the Clubrooms on the night - copies of the entry form will be available at the Clubrooms from Wednesday 14 August.

10. This Special Project Afternoon is for the enveloping, Post Code sorting, etc., etc., of the next issue of 'The Branchline'. The Branch facilities will be available for

General Club Activities [Note 1] following the completion of 'The Branchline' task.

12. Members interested in the Southern Railway, its constituent companies and British Railways [Southern Region] are welcome at the Southern Railway Modellers Special Interest Group meetings. The Group also meets elsewhere to continue their construction of an exhibition layout based on Alton, Hampshire. If you wish to become involved contact Mike Sibley on 496 1243.

16. Lindsay Watson will tell something of the railway history of Midland Junction. Lindsay is the author of a recently published book on the subject. [Copy in Library. Ed.]

17. No Reserves auction, with limit of 150 lots. Clubrooms open at 1300, lots accepted up to 1400. Auction commences at 1415. [See separate item 'Revised Arrangements for Branch Auctions below. Ed.]

18. Bring along your 9mm gauge, 16.5mm gauge or 32mm gauge locomotive or complete train, run it on one of the Branch's layouts and tell the members present a bit about it and the prototype that it represents.

Revised Arrangement for Branch Auctions

At the last Auction [on Wednesday 15 May] nineteen members wanted to submit items for sale but the limit of 150 lots was reached by the time that 17 members' items had been accepted and consequently 2 members were unable to have their items included in the Auction.

Our Auctioneer was only able to achieve a rate of about 45 lots per hour and the Auction did not conclude until after 2300, too late for many of the buyers who had to get up the next morning to go to work!

As a result, the Management Committee has decided that:-

- * there will be four Auctions each year [instead of the present three] approximately three months apart, and rotating through the sequence of Monday evening, Wednesday evening and Saturday afternoon.
- * for the evening Auctions there will be a limit of 120 lots to be submitted for sale, with each member wishing to participate being limited to 12 lots. 'Second batches' will be accepted if there are less than 120 lots in the Auction by the cut-off time for acceptance of items.

The present limit of 150 lots will be maintained for Auctions which are held on Saturday afternoons, with each member being limited to 15 lots in the first instance.

Simon Mead
Auctions Coordinator

Library

Over the past few months I have not been able to devote much time to the Library while I have been involved on Exhibition matters. So it is with great appreciation that I must thank Barry Keens, Mal Bradbrook and Matthew Turner for their work in clearing the backlog of items donated and submitted for addition to the

Library and Sue Turner for sorting through all our surplus magazines and getting them ready for sale at the Exhibition. They have done a great job for us all.

We have continued to receive donations to the Library in the past few months from: John Mills (the current issues of Railway Magazine and Railway World each month), Ted Thoday, Ian Denton, Geoff Bell, Alan Porter, Peter Sapte, Les Whiteside and Alan Elder, along with a few Anon.

Thanks to all of you for your donations, keep them coming.

Please note that the Library is a researching and reading room. We have limited space at the moment and I must ask all members not to use the Library table as a discussion area - we have plenty of tables and chairs in the main meeting room for this purpose. Duty Officers will be policing this more actively in the future - so please, if you are not reading or researching, leave the Library to those who are.

Visitors will have noted a computer on the Library desk. This is a donation from Simon Mead and we hope to be able to develop it into a database and an automated bookings system. This will take some time however.

HELP! The Library has lost its copies of Locomotives Illustrated from No 92 on. These will all be in one box but we have no record of them being booked out. If you have them please return them as soon as possible.

Gary Arcus
Branch Librarian

Book Review

Simply Scenery - an insight into the art of landscape modelling

Tony Hill Irwell Press pp72

ISBN 1-871608-36-8

£10.95

This is a magazine style book, slightly under A4 size with plasticised card covers. The author is well known on the British modelling circuit for his landscaping skills and demonstrations.

By way of introduction the Author gives a broad insight into the art of landscape modelling, using many prototype photographs to illustrate the points he is making.

The first chapter covers the various tools and materials required plus a few very necessary safety tips.

The following chapters cover building a foundation for your landscape; contouring and texturing; producing convincing rocks; growing your own trees, realistic water; walls and hedges, etc..

The concluding chapter gives a number of sources of supply for the tools and materials required, and some useful further reading, plus some photographs of the author's 'Wiggleton' layout, which shows he practices what he preaches.

Profusely illustrated with photographs, some in colour, on practically every page; some of the photographs follow 'construction' sequences.

Well worth its price. Falls into the 'should be on every modellers book shelf' category. Recommended.

BET

Better Lighting

In the book *Simply Scenics*, by Tony Hill and published by Irwell Press [see review above] the Author discusses the effects of 'light' on 'colour'. Most of us will have seen the strange effects sodium vapour street lighting has on vehicle colours for example.

The Author says that Phillips have brought out a new type of fluorescent tube "that reduces flicker, and gives a better light. This particular tube is a TBL slimline type and a 4ft 36w/35 fluorescent tube". This type of tube is used in shop display lighting.

As we like to keep you up with the latest developments, I had a lengthy talk with Paul from Lamp Replacements [9 Blaise St. Myaree, 330 1999, they are also at 2 Cressall Road Balcatta, 345 3450].

The tubes referred to above are not listed in the Phillips catalogue.

Fluorescent tubes are given an 'RA' No. between 1 and 100 [this is the '35' at the end of the quoted number] - the higher the number the closer the emitted light is to daylight. For our purposes the RA No. should be in the range of 80 to 100.

Paul's recommendation is for Tri-Phosphor tubes with a colour temperature of 5000°K [degrees Kelvin], these are RA 85. They are readily available, retail price around \$6 to \$7.

Living With Louis

The location of your layout has to be considered when you plan and equip it. Mine is located in the carport. The outdoors location has merit. It's got less space restrictions. You can work on or operate it in most weather conditions. Provided it's not in direct sunlight for long periods, no special protection is required for plastic components. There is one challenge, Louis.

Louis is one of our cats. A black English short hair tomcat. He is a curious cat. Everything in his territory including the carport must be inspected. This includes hard shell mountains, cuttings, bridges and rolling stock. Unfortunately Louis does not conform to NMRA S7 Clearances or RP20.1 Recommended Weights. This has led to some changes in design philosophy. Mountain tops need to be large enough and strong enough to support a sleeping cat. Cuttings need to be wide enough for a cat to negotiate.

Delicate lineside structures such as upper quadrant semaphores are too easily squashed. Tracks close to layout edges need protection so rolling stock can't be knocked off the layout by a strolling cat.

Louis has another habit of a tomcat, the US Navy F14 type. His landings resemble a controlled crash. A couple of Louis landings on the layout have turned assembled buildings back to a pile of components. From now on all buildings are being built around solid timber cores.

Operating trains with Louis is fun. Cats are effectively colour blind. To a Louis an HO scale F7 is about the size of a rat. The noise of the motor and the head light cause Louis great concern. The colour scheme

doesn't make any difference. Louis will stalk my son Damien's Santa Fe F7 in war bonnet colours and my Conrail GP40's in dress blue with equal cunning.

It's interesting shunting wagons with a cat stalking the shunting loco. Louis has taken on the position of Superintendent of construction. He wisely avoids the noisy (power tools), wet plaster scenery) and hot (soldering) parts of the job. He considers it is his job to inspect the tricky parts of the works; Delicate kit assembly, trouble shooting track problems and short circuit locating. Just as you are putting that tiny piece into position a black paw will descend to help you.

It may sound like sharing your layout with your pet detracts from your hobby. It's not. I regard it as a challenge. So I'm sure Louis does!

Rod Tonkin

New Magazine

NARROW GAUGE DOWNUNDER is the title of a new magazine catering for the interests of modellers of narrow gauge railways 'downunder' [presumably Australia and New Zealand; the advertising blurb is silent on this. Ed.]. The advertising material solicits articles on narrow gauge matters; a handwritten note indicates that Sn3½ will also be catered for.

The Summer/Autumn 1996 edition costs \$9.50 and contains articles on Eureka Valley in On3; Westside Caboose; Puffing Billy track plans; Port Lincoln brake van and Conoco tank car.

A copy of the advertisement is on the Branch notice board, copies are available from the Branch Secretary.

The Magazine is obtainable, by post, from Narrow Gauge Downunder, P.O. Box 1223 BLACKWOOD, SA 5051.

Going Shopping

Remember your High School physics lessons on the subject of light and 'persistence of vision'? I can, just! It is the way in which we see moving images on a projection screen, such as at the cinema, or on television, when what is really being shown is a series of static images. The human eye retains an image on its retina for about one-sixteenth of a second after it ceases to fall on the retina, this is the reason why there is an impression of movement when slightly differing static images are projected at a frequency, usually, of 24 per second. One image has not faded fully from the retina before the next, slightly different, arrives to give the impression to the brain that the image is moving.

It's a bit the same, but in 'reverse', when you live in a particular environment which is changing ever so slowly and you don't really notice the changes until, for example, you look at two photographs taken 'then and now'. Wow!! The rate of change in the environment has been so slow that you hadn't really noticed the changes, had you?

What has all this drivel got to do with model railways? At first glance, not a lot!! However, if you're an infrequent visitor to Britain, as I have been, it IS relevant because one can then REALLY see the

changes in the model railway environment. In view of the fact that there are a fair number of 'expats' from that country in the WA Branch and they often look 'back home', I felt that my impressions gained in 1995, ten years after my last visit and 22 years after I lived near London for 3½ years, might be of interest.

Back then, in the period 1970-73 when I was working in the City of London [not far from the Liverpool Street and the now demolished Broad Street railway stations], it was my custom to walk the historic streets of that area in my lunch hour. I 'researched' where the Great Fire of London had started and finished in 1666 and this led to an appreciation of the architectural heritage left by Sir Christopher Wren in the form of many, many churches in and around the City, and, in the lunch hour I was able to visit NINE model railway shops within comfortable walking distance of my place of work or by taking a short ride on the 'Underground' - not all on the same day of course.

These were:-

Hadley Hobbies in Middlesex St. [Peticoat Lane] near to Liverpool Street and the BR station of that name.

Allan, Brett & Cannon, Ltd., in King William St. near the Bank of England and, later, 'underneath the arches' at London Bridge Station.

Broad Street Arcade Models - unfortunately burnt out by a fire which swept through the arcade.

A model railway shop, whose name I cannot recall, beneath St. Mary Moorfields church in Eldon Street, just 200 metres from BP's Head Office where I was working [can any one provide the name of this shop and put him out of his misery, please? Answers to Ted Thoday]

Kings Cross Models [also known as Model Manufacturing Co., Ltd.] in York Way, at the side of Kings Cross station

Beatties at the famous Bassett-Lowke address 112 High Holborn, just across the road from High Holborn LT station

Victors [specialising in US model railway equipment] at Chapel Market in Islington, not far from Islington LT station

Hamblings Models Ltd., in Cecil Court, between St. Martin's Lane and Charing Cross Rd, near Leicester Square LT station

W&H Models Ltd. in New Cavendish St. in the West End, about 500 metres north of Bond Street LT station.

My recollections of a brief visit back to London in 1985 are a bit hazy but I seem to remember that only the last five of those listed above were still in business, although Beatties had moved across the road and a bit further west along High Holborn.

What a change, though, in 1995! Only Beatties and Victors are still around!! Beatties had much less model railway gear on display than I can recall from previous visits - indeed it struck me as being just a big general hobby shop and not a lot, if any better, than Perth Hobby Centre in Murray Street. No doubt the shrinkage in the number and quality of the model railway shops in the City and the West End of London is due in part to the higher rentals now demanded for shop premises. Conse-

quently, there is not a lot now for the railway modeller working in central London to browse over and to buy in the lunch hour or after work.

I thought that the scene outside central London wasn't that much better! Hobbytime of West Wickham [near Croydon] where I had been a customer in the 1970s, has gone. Puffers on the Kenton Road railway bridge at Harrow is a shadow of its former self, seeming to have changed from a veritable 'Aladdin's Cave' of all the bits and pieces needed by the serious railway modeller to an outlet predominantly for collectable [and expensive] Hornby-Dublo and Wrenn gear.

To be fair though, Puffers at York, occupying three storeys at 96 Micklegate, is a replacement 'Aladdin's Cave'. but York is a long way from London!!

I was also disappointed with The Model Shop in Station Road Harrow - although quite well stocked with the usual proprietary gear and some kits, most of the space was taken up with cast metal road vehicles, aeroplane kits and plastic kits for all manner of other hobby pursuits. Frankly, we've better stocked and bigger hobby shops in Perth!!

When touring 'in the provinces', I did not go out of my way to find model railway shops [as I have more gear than I can use in a couple of lifetimes!] but one I did run across was Shrewsbury Model Centre and I was a little disappointed to see how relatively small the shop was and how relatively little stock was on display - indeed the few items that I did enquire about were 'out of stock'.

One old favourite that I visited was **Hattons** in Smithdown Rd, Liverpool. **Norman Hatton** is still alive [although not in the shop on the day that I called in]. His son manages it now, but it is still the same cluttered 'shambles' with stock everywhere - hanging from the ceiling, stacked right up the walls from floor to ceiling, often with much dust on it! very reminiscent of Stanbridge's Hobbies when Jack was at the helm.

I suppose my observations reflect two significant trends in the model railway trade in Britain:-

- a general decline in the number of railway modellers [when visiting the Dapol factory and showroom in Llangollen, I spoke with David Boyle on this matter, see below],
- mail order and exhibition sales replacing much of those previously made 'over the counter'.

One ray of sunshine, though, was to be found at Cove Models in Farnborough. A series of five rooms, each about 4m square, absolutely jammed with proprietary gear, kits, bits and pieces, as well as the workshop of Blacksmith Models and manned by five staff. Top service and advice over the counter and an excellent mail order service as well [having been a mail order customer for many years I can vouch for that. Ed]

Although I didn't venture into 'dark-est' west Somerset, I believe that Dave Cleal's Mainly Trains is similarly a 'ray of sunshine'

David Boyle was interviewed in the October 1995 issue of *Modelling Railways* Illustrated and put some flesh on my qualitative observations above - he claims that in the past 30 years, there has been a reduction of 90% in the expected sales of a modest tender engine model from typically 30000 - 50000 units to 3000 - 5000 nowadays. Twenty years ago there were 15000 retail outlets supplying the hobby, now there are perhaps only 500 left.

Well, I know of seven or eight of them that have gone.

Alan Porter

Number Crunching Bookworms

[Regular visitors to the Clubrooms will have seen Barry Keens and Mal Bradbrook up to their ears, literally, in piles of books and magazines. They have spent countless hours over the past few weeks cataloguing the books, magazines, and video tapes in our Library. While they were at it they counted all the books, etc., and provided me with a few statistics.

We owe these two gentlemen a very big 'thank you' for taking on the task in the first place and for completing it in such a professional way.

Jane Keens beavers away quietly at home covering many of our books. Thanks Jane, your efforts are very much appreciated. Ed.]

[My spies tell me that Jane and Barry are considering an offer in Wyalkatchem. If they accept it we will need another volunteer to continue our book covering program., Any takers, please? Offers to Gary Arcus, please. Ed]

The current totals show a 68% increase in the total library stock, which explains why we need some more space.

Our Librarian requests you keep the book, magazine and video donations coming in. They are an invaluable research source for our members

Around the Layouts

Well, the exhibition has come and gone for another year, and once again it was a close finish to get the layouts ready. But ready they were, even though maybe not quite 100%. This year we had two major exhibits in the exhibition and it stretched the resources of our members somewhat. [Here I go with the grumble pills, say some.]. Considering the number of members that we have, why is it that we struggle to find members willing to assist in the work on the layouts and with the running of them, and even with all the other work associated with putting the exhibition on. After all it is our only way of raising funds and without it we would not have the facilities we have today. Still it's over now and an excellent job was done by all involved.

Haltwhistle

As I say, we had two major exhibits this year and it was fitting that in our 21st year of holding exhibitions, one of those layouts was Haltwhistle. The layout itself was shut down soon after Christmas and Norm and his boys set to, getting the wiring straight and doing the layout up cosmetically. I

must thank Norm Turner for putting in most of the effort in supervising the work, Chris Knight and Henry Raafs for all the work they put in under the layout on the wiring and all the other members who at times assisted or offered assistance. It was a credit to their efforts that it ran as well as it did, and as always proved a very popular exhibit for the general public. From what I hear the layout went together very easily [with a few groans I am told, but that is to be expected from such an old campaigner] and I understand that after a few sparks, the layout ran faultlessly. Again, congratulations to all involved.

West-N-Trak

The second of the major club layouts this year was West-N-Trak. To say it was a struggle to get the layout there would be an understatement and it is due only to the dedication of a few members who took over the club most Fridays for 12 months that it happened. I would in particular like to thank Ian Wood and Dave Waters for their outstanding efforts and all the other members who throughout the last twelve months have put time and effort into the modifications.

The reason for the rush and the fact that certain work [ie point motor installation] has not been completed are many. The main one of course was the fact that originally our plans were for the layout to exhibited next year. However the loss of certain large layouts resulted in a request for the layout to be exhibited this year. This led to the speed up of work, basically the replacement of 12 points on the main front modules, and the building of 5 new modules. 4 of them forming the new setup area. Additional work resulted from the decision to scenic the set up modules to allow them to be shown to the public as opposed to them being hidden. However all the hard work paid off with the layout being very popular. The new setup modules proved extremely popular with the general public, which proved the correctness of our decision to do the extra work. At times it appeared there were more people around the set up area than there were around the rest of the layout. My congratulations go to the 'N' scale lads for all their hard work.

Ossie Gully

We must also not forget our forever faithful 'U' Drive and the valiant work it does over the three days. My thanks go out to the 'O' Scale boys who once again got the layout and Thomas and his friends ready and to the volunteers who tried to stop the little ones from wrecking it. Thank you.

I would like to take this opportunity to thank everyone involved with all the layouts over the last 12 months. I would in particular like to thank the gaffers, Ian Wood, Norm Turner and Dennis Ling for the work they did with the layouts and to Matthew Turner who looked after the co-ordination during the first half of the year.

What will next year bring. Probably exactly the same as this year. You moan and winge and take the Grumble pills but in the end you enjoy yourself and you en-

joy the company of a great group of people. Thank You

Barry Bryant
Layout Coordinator

From The Scribe's Quill

Meeting No.163 [MARCH]

The major items of business dealt with at this meeting were :-

1. The Committee welcomed Dennis Ling along and co-opted him onto the Committee
2. The Committee thanked Alan Porter for all his efforts in the installation of the ceiling fans
3. No further progress yet on the Building permit.
4. Barry Keens has agreed to work on the layout at the Selby Recreation Centre
5. Carpet cleaning has been done
6. Alan Porter to proceed with the construction of a new Kiosk for the exhibition
7. Exhibition matters were discussed
8. Bereavement Assistance Scheme was approved.
9. Dennis Walker donated a Block Bell to the branch.
10. Approval given to purchase a number of wagon kits for the Australian Railway SIG

Meeting No.164 [APRIL]

The major items of business dealt with at this meeting were :-

1. Simon Mead has delivered and installed the computer in the library. Program to be developed.
2. Paddy Allcock gave two demonstrations of modelling buildings for the PEAC group.
3. Letter from WA Radio Control Model Car Club - re combined open day later in the year.
4. Problem with distribution of Hobby Shop edition of 'The Branchline'.
5. Suggestion put forward that we put advertisements in 'The Branchline'
6. Letter of condolence to Pat Cropley, President F&DMRC, on the death of his wife.
7. Problem reported with smoke from smokers drifting into the clubrooms. Member complained. In future complaints should be handled by the Duty Officer.

Barry Bryant
Secretary

Membership Matters

This seems to be getting to be a habit, hopefully not a continuing one, but once again I have to start this report with the announcement of the death of one of our members. It is particularly distressing to report that this loss is our Honorary Member, Andrew Flowers. Andrew, as many of you will remember was the Make a Wish boy with a life threatening condition, who was train mad and wanted a train set. Through the Make A Wish Foundation Andrew was presented with a train set, which was donated by the Transport Workers Union, and at the presentation ceremony was also presented with Honorary Membership of the Association by our

President. The doctors had operated on Andrew and thought they had got rid of all traces of 'The Big C', but unfortunately they were wrong and Andrew finally succumbed about a month ago. Our deepest sympathy has gone out to Andrew's family. It is hard when any member of a family passes away but when the life was so young it is all the harder. As a result of hearing of Andrew's death I forwarded a letter of condolence to the family, in which I enclosed a number of complementary tickets to our exhibition, my thought being that to get involved with the thing that most interested their son may help the healing process. I am happy to announce that Tim and Margaret took up my offer and introduced themselves to me on the Saturday. The making of the train set for Andrew has fired an interest in the hobby with Tim and I hope that once things have settled down he will take up my offer and come along to the Clubrooms with the intention of joining himself. Let us hope the memory of a very brave little boy lives on.

Again we have a batch of new members to welcome. Members who have joined in the past two months are :-

Terry HAMMOND Beckenham OO
Roger Gordon ALLCORN Thornlie N & OO

Daniel ALLCORN Thornlie N & OO
John V DE VANEY Thornlie HO & OO
Rhys ZAPPALA Maddington HO
John WILSON Forrestfield O

As this was written on the Weekend of the Exhibition to meet production deadlines the new members joining at the Exhibition will be included in the next report. We welcome all our new members to our steadily expanding ranks and hope their membership is long and fruitful for them. To those new members, and in fact all members, please remember we are not infallible and we may through circumstances do things that might upset other members, or not do things, which again might upset other members. Now if this happens it quite often results in the upset member getting disheartened with the Branch and not renewing their membership. This could well be a membership lost that shouldn't have been lost. If you have a problem, or a gripe, or you find the Branch is not living up to your expectations then, please, don't just resign, or fail to renew your membership, but talk to one of the Committee Members. You never know, other members might have the same complaint and by knowing about it, and possibly taking corrective action, we may be able to make the Branch that much better and hopefully retain our membership.

Also, whilst on the subject of new members, we welcome back Eric Kirton into our ranks. Eric an ex-country member resigned in 1995, I think because being from outside the metropolitan area he felt wasn't getting any benefits from being a Branch member. However Eric has now moved to the metropolitan area and we, once again, have the pleasure of his membership. Welcome back Eric.

Barry Bryant
Branch Registrar